

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 5.]

SATURDAY, FEBRUARY 3, 1872.

[WHOLE No. 1,867, VOL. XLV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

The Chesapeake and Ohio Railroad and Virginia Bonds.....	137
Baltimore and Ohio Railroad.....	137
Commerce of New York.....	140
Railroads in Minnesota.....	141
Railroad Earnings.....	142
City Passenger Railroads.....	143
Federal and State Securities.....	145
Dividend and Interest Tables.....	144, 146
Railroad Share List.....	154
Stock Exchange and Money Market.....	161
Journal of Railroad Law.....	164
Ohio River Bridges.....	164
Iron in the United States.....	165
A New Development of National Wealth.— Coal Fields of the Kanawha opened.....	166

American Railroad Journal.

New York Saturday, February 3, 1872.

The Chesapeake and Ohio Railroad and Virginia Bonds.

The Richmond (Va.) *Inquirer*, of the 26th ult., publishes a letter from New York, in which it was charged that the Chesapeake and Ohio Railroad had participated in a movement to depress Virginia bonds in order to purchase Virginia Central stock cheap. Referring to this, John B. Baldwin, Esq., of Staunton, of counsel to the company, communicates to the above paper extracts from private letters to himself from President Huntington, of that road, and James H. Storrs, Esq., of New York, counsel of the company. Mr. Huntington says:

"Your State is making a fearful mistake in refusing to pay the interest on her indebtedness. I cannot understand how a State with the glorious record of Old Virginia can repudiate her debt when there is so much to be gained by promptly meeting all her obligations and so little as an offset for the disgrace of repudiation. And certainly if the State continues in the course upon which she has now entered, her industrial interests will be put back and a burden assumed far heavier than that imposed by the late war.—I hold none of the securities of your State and can, therefore, speak the more freely upon the subject, with no other motive than an earnest desire for her prosperity,"

Mr. Storrs says: "The repeal of the funding bill will ever withdraw the recognition of so much of her obligations to the disappointment and sorrow of many in this community, who have held on to their belief in the fidelity of Old Virginia, and are still unwilling to let go their hold. They know that she has been tried with a sore trial, such as almost no other State has experienced, but they have confidently believed that she would come out of it like gold purified by fire."

Mr. Baldwin adds: "These passages, occurring in letters not intended for the public, represent truly the sentiments of those who in New York have charge of the business of the Chesapeake and Ohio Railroad Company," and he also says that he makes the letters public without advising the writers.

BANKING HOUSE —OF— JAY COOKE & CO.

The LARGE and CONTINUOUS SALES OF NORTHERN PACIFIC 7-30 GOLD BONDS IN THIS COUNTRY AND EUROPE, where they have a RECOGNIZED STANDING ON ALL THE BOURSES, guarantee the EARLY COMPLETION OF THE ENTIRE LINE OF ROAD.

The popularity of the Bonds is due to the fact that they are based upon the amplest security, being a FIRST AND ONLY mortgage upon the road, and in addition upon over FIFTY MILLION acres of land, susceptible of producing in abundance all the fruits, vegetables, and cereals of the Eastern or Middle States.

The Bonds are exempt from United States tax, have THIRTY YEARS to run, are offered at par and interest in Currency, and will permanently yield a large interest income in Gold.

All marketable securities received in exchange. Full particulars furnished by

JAY COOKE & CO.,
New York, Philadelphia and Washington.

The Want of More Trans-Continental Roads.

Another heavy snow storm is reported in the far West, blocking again the Pacific Railway trains on both sides of the Rocky Mountains. Very well; they must take it as it comes. But this Win-

ter's experience on the Central Pacific route will be apt to hurry up the Northern Pacific Road, along which, from the depression of the Rocky Mountains in that quarter, and in consequence of the warm winds from the Pacific, there is a comparatively light snow fall; and it will be apt to hurry up the Southern Pacific Road, which turns the flank of the Rocky Mountains and the Sierra Nevada, and along which there is never any obstruction from snow. And the fact is, we want all three of these Pacific Roads; and when they are all in operation the way and the through traffic will give work enough for all, and they will assist, rather than injure, each other in building up all the country between the lines.—*New York Herald*.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1870 and 1871—including the Winchester and Potomac and Washington County Branches for 1870 and 1871, and the Winchester and Strasburg Branch from July 1, 1870:

Earnings:	1870.	1871.
From passengers....	\$1,477,392 64	\$1,460,699 71
" tonnage.....	6,950,335 52	8,452,690 78
Total.....	\$8,427,728 16	\$9,913,390 49
Working expenses:		
Transportation exp....	\$1,610,962 21	\$1,775,458 46
General expenses....	74,800 47	70,352 74
Losses by accidents....	66,514 59	30,190 09
Repairs of railway....	1,548,695 11	1,928,776 53
" locomotives....	550,086 36	580,736 98
" burden cars....	312,498 61	326,764 21
" pass. cars....	122,833 90	166,822 99
" stationary machinery....	132,257 68	146,022 24
" depots.....	264,057 10	127,011 53
" water stations....	45,015 88	30,846 64
" bridges....	221,349 97	199,027 55
" telegraph....	6,353 82	10,918 74
Fuel, preparing, etc....	317,802 11	320,893 25
Cleaning engines and cars.....	89,903 12	96,912 60
Pumping water....	20,121 18	25,837 34
Watching cuts, tunnels and bridges....	62,578 60	63,232 40
Contingent expenses of machinery department.....	7,623 29	7,083 39
Total.....	\$5,453,460 00	\$5,906,887 68
Net earnings.....	\$2,974,268 16	\$4,006,502 81

The ratio of expenses to earnings was in 1870,

64.7, and in 1871, 59.58, showing a decrease of 5.12 per cent.

It is shown that the earnings, in comparison with the fiscal year 1870, have increased \$1,485,662 33, and the working expenses \$453,427 68, making a comparative increase in the net profits of \$1,032,234 65. Compared with the fiscal year 1869, the increase of earnings being \$1,188,474 75, and of working expenses \$150,781 22; the increase of net profits amounts to \$1,037,693 53.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$1,354,816 67, showing a gain of \$76,937 58.

Under the action of the sinking fund for the redemption of the £800,000 sterling loan, £17,200 of those bonds were purchased in London and cancelled, thus, at \$4 84 per pound sterling, reducing that debt \$88,248.

A dividend of 4 per cent. upon the capital stock was paid on the 31st October, 1870, and a similar dividend on the 1st May, 1871. The United States tax thereon was also paid by the Company.

The liabilities of the company, compared with the statement of September 30th 1870, have increased as follows:

Preferred stock, second series, 6 per cent., \$131,400.

The profit and loss account shows an increase for the past year of \$1,871,681 60, after deducting \$500,000 for estimated losses on steamships.

It will be remembered that, at the close of the war, it was the conviction of the Board that, if proper enterprise were exhibited, a vast increase of trade could be attracted to Baltimore. It was deemed necessary not only to extend our lines of railway, in order to command the transportation of the supplies and productions of our great Western and Southern interior, but also to furnish the most modern and improved facilities for ocean commerce. The establishment of a line of steamships between Baltimore and Liverpool was regarded as necessary to attract the attention of the West and South, and of European capitalists, to the advantages of this port as a great and economical entrepot. Acting in accordance with these views, on July 14th, 1865, the Baltimore and Ohio Company purchased from the Government of the United States four steamships, to which, in honor of the respective counties of the State of Maryland, the names were given of "Alleghany," "Carroll," "Somerset," and "Worcester." These steamships were strengthened and improved at large cost, and were promptly placed in the service, and made fifty-eight successful voyages between Baltimore and Liverpool.

It was soon demonstrated that their tonnage was too limited for the heavy trade that was rapidly created, and that their carrying capacity was too small to make remunerative results. The enterprise, however, accomplished the important designs of its founders, and became the nucleus of the successful lines of large and splendid steamships now constantly leaving our wharves for Liverpool, Southampton and Bremen.

The losses proved to be large in inaugurating this grand source of prosperity for Baltimore and the vast regions which participate in the advantages which have been secured. Yet, in view of the magnificent results accomplished by what seemed to many, when originated, a hazardous experiment, and the colossal growth of the traffic of the Baltimore and Ohio Road, partly arising from this enterprise, the Board deem their action a subject of congratulation.

It will be seen by the profit and loss account that the surplus fund which represents capital derived from earnings invested in the various branch and connecting roads, and the great im-

provements which have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to \$23,246,732 33.

It is shown by the report of the Transportation Department that 1,077,649 barrels of flour were brought to Baltimore during the fiscal year, being an increase of 187,259 barrels.

A large expansion of tonnage of through merchandise, East and West, is also shown, viz: from 286,835 tons in the preceding year to 435,207 tons.

The traffic in live stock and lumber has also largely increased.

The coal trade exhibits a most gratifying increase, viz: from 1,219,638 tons in 1870, to 1,591,602 in 1871, exclusive of 326,880 tons for the company's supply.

The policy adopted for the development of this trade has accomplished the important results anticipated. It was determined to establish and maintain low and uniform rates, so that consumers could rely upon their supplies being furnished throughout the year at prices which would not be affected by changes in the charge for transportation.

The tariff of the Baltimore and Ohio Road, for coal, has continued, summer and winter, without alteration, since March 16th, 1868. During this period the prices of anthracite coals have varied largely, caused by strikes in the mining regions of Pennsylvania and frequent changes in the charges for transportation. The Baltimore and Ohio Company refused all propositions for combinations to obtain advanced rates.

In view of the excellent quality of the semi-bituminous coals of the Alleghany regions, and the confidence established by the Baltimore and Ohio Company through a steady adherence to its policy, large consumers in New England, New York and elsewhere, have been enabled to secure their supplies at satisfactory prices, and have gradually substituted these coals for the other descriptions formerly used.

Two hundred iron hoppers, each of ten tons' capacity, have been built for the coal traffic during the past year.

As it is believed this important trade can be continuously enlarged, additional equipment will be constructed in order to meet the largest requirements of the manufacturing, steamship, and other interests.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from previous year.....	\$20,361,676 01	\$21,375,050 73
Net earnings.....	2,974,268 16	4,006,502 81
Dividends upon Washington Br. stock owned by the Company....	102,735 00	102,780 00
Increment from the sinking fund.....	75,940 27	76,937 58
House rents.....	14,531 86	15,739 57
	\$23,529,050 80	\$25,577,010 69
Dividends on stock	\$1,051,440 00	\$1,051,448 00
Interest and taxes.	753,256 24	432,447 24
Ground rents.....	26 230 62	26,532 95
Central Ohio Division.....	226 529 30	136,583 91
Lake Erie Division.	10,583 11	76,492 98
Rent of Winchester & Potomac R. R.	27,000 00	27,000 00
Rent of Washington County Railroad	28,900 80	58,960 00
Estimated loss on steamships.....		500,000 00
Rent of Winchester & Strasburg R. R.		5,229 00
Wheeling, Pittsburg & Baltimore R.R.		15,583 48
Balance.....	21,875,050 73	23,246,732 33
	\$23,529,050 80	\$25,577,010 69

Statement of the liabilities and assets of the

Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1870.	1871.
Stock.....	\$13,143,000 00	\$13,143,100 00
Stock scrip not funded.....	8,962 00	8,862 00
Preferred.....	3,398,400 00	3,529,800 00
Loan of 1875.....	863,250 00	863,250 00
" 1880.....	579,500 00	579,500 00
" 1885.....	1,710,500 00	1,710,500 00
City loan (S. F.)...	3,722,620 91	3,645,683 33
Sterling loan of 1895, with Sinking Fund, £800,000 @ \$4.84 gold.	3,872,000 00	3,788,752 00
*N. W. Va. R. R. 2d mort. bonds....	458,500 00	458,500 00
*N. W. Va. R. R. 3d mort. bonds....	140,000 00	140,000 00
Unclaimed dues....	51,594 82	56,335 25
Wash. Br. road....	375,984 16	472 700 09
Outstanding accounts, etc.....	36,301 21	
Profit and loss.....	21,375 050 73	23,246,732 33
Total.....	\$49,735,663 83	\$51,643,715 00

* Bonds of N. W. Va. R. R. guaranteed by the B. and O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. and O. R. R. Co., under contract of July 18, 1864.

Assets:	1870.	1871.
Cost of road.....	\$19,073,661 72	\$19,563,767 39
" second track.....	3,777,446 31	3,777,446 39
" rolling power.....	5,412,038 83	6,114,630 78
" real estate....	1,764,677 24	1,791,049 22
Property.....	\$30,027,824 10	\$31,246,893 70
Central Ohio first mort. bonds....	1,530,246 67	1,119,246 20
Stock of Central Ohio R. R. Co....	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Company....	1,209,905 22	501,772 90
Pref. stock Parkersburg B. R. R. Co.	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. company....	1,893,038 85	
Stock of Washington Branch.....	1,027,800 00	1,027,800 00
Stock and debt of Winchester and Strasburg Railroad Company..	596,663 66	591,816 80
Stock of Washington Co. R. R. Co.	763,280 00	763,280 00
Metropolitan Br. Mort. bonds of Marietta and Cincinnati R. R. Co....	1,400,000 00	1,400,000 00
Stocks and bonds, including Municipal, Railroad & Steamship corporations.....	1,602,103 14	2,881,223 21
S. F. ground rents.	101,191 66	101,191 66
Ohio River Bridges	1,414,909 70	2,387,156 80
Uncollected revenue.	399,834 78	664,412 38
Materials on hand.	590,407 64	673,153 56
Outstanding accounts.....		623,372 47
Balance after paying interest on bonds due Oct. 1.	272,279 19	59,322 48
Total.....	\$49,735,663 83	\$51,643,715 00

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

	1870.	1871.
Earnings:		
Passengers.....	\$303,724 10	\$329,828 79
Tonnage.....	78,090 36	97,755 63
Total.....	\$381,814 46	\$427,570 49

Expenses:		
Repairs of road.....	\$170,518 64	\$126,296 96
" depots.....	9,396 11	12,878 96
" water stations.....	2,138 28	5,116 44
" bridges.....	15,036 71	15,067 01
Pumping water.....	2,038 45	4,051 68

Total.....	\$199,128 19	\$163,411 05
Net earnings.....	\$182,686 27	\$264,168 37

The earnings of 1871 show an increase as compared with those of the previous year of \$45,764 96; the expenditures charged are \$35,717 14 less—showing an increased gain of \$81,482 10.

A dividend of five per cent. was paid on the 16th of October, 1870, and a similar dividend on the 17th of April 1871.

During the year 969 tons of steel were substituted for iron rails. Number of cross-ties used, 88,938.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from prev. yr.....	\$357,660 64	\$355,984 16
Net earnings.....	182,686 27	264 168 37
Total.....	\$540,346 91	\$620,152 53
Dividends on stock.....	\$165,000 00	\$165,000 00
Internal revenue tax.....	15,487 75	1,452 44
On account of annuity.....	1,000 00	1,000 00
Payments for lands in		
Washington.....	2,875 00	.....
Balance carried to next		
year.....	355,984 16	452,700 09
Total.....	\$540,347 91	\$620,152 53

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

	1870.	1871.
Liabilities:		
Stock.....	\$1,650,000 00	\$1,650,000 00
Annuity (principal).....	20,000 00	20,000 00
Profit and loss.....	355,984 16	452,700 09
	\$2,025,984 16	\$2,122,700 09
Assets:		
Road, real estate, etc.....	\$1,650,000 00	\$1,650,000 00
Amount due by B. &		
O. R. R. Co.....	375,984 16	472,700 09
	\$2,025,984 16	\$2,122,700 09

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

	1870.	1871.
Earnings:		
Passengers.....	\$119,303 04	\$150,022 58
Tonnage.....	442,581 95	583,072 76
Total.....	\$561,884 99	\$733,095 34
Expenses:		
Transportation.....	\$130,729 25	\$148 979 28
Repairs of road.....	375,667 12	368 849 92
" water stations.....	4,415 51	6 070 21
" telegraph.....	1,090 87	1,179 89
" stationary machinery.....	2 756 28	2,989 98
" locomotives.....	52,169 19	47,758 81
" burden cars.....	15,177 14	17,622 28
" passenger cars.....	5,439 05	4,484 81
" bridges.....	8,065 95	17,087 63
" depots.....	12,942 33	17,384 31
Pumping water.....	2,884 41	3,296 80
Losses by accidents, etc.....	1,223 33	5,593 50
Fuel, preparing, etc.....	36,075 25	29,789 15
General expense.....	2,891 71	2,569 62
Cleaning engines & cars.....	2,948 85	7,949 65
Contingent expenses.....	29 61	22 16
Taxes.....	8,274 56	40,210 03
Total.....	\$661,780 41	\$721,288 08
Deficit.....	\$99,895 42	.....
Net earnings.....	.....	\$11,807 81

It will be seen that the earnings were \$171,210 35 more than in 1870, while the expenses increased \$59,507 62—showing an improved result compared with that year, of \$111 702 73.

The aggregate earnings of the Main Stem, including the Winchester and Potomac and Washington County Branches, (and the Winchester and Strasburg Branch from July 1, 1870.) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1870 and 1871, were as follows:

	1870.	1871.
Main Stem.....	\$8,127,728 16	\$9,913,390 49
Washington Branch.....	381,814 46	427,579 42
Parkersburg Branch.....	561,884 99	733,095 34

Totals.....\$9,371,427 61 \$11,074,065 25

The aggregate expenses of operating and repairs were as follows:

	1870.	1871.
Main Stem.....	\$5,453 460 00	\$5,906,887 68
Washington Branch.....	199,128 19	163,411 05
Parkersburg Branch.....	661,780 41	721,288 03

Totals.....\$9,314,368 60 \$6,791,586 76

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1870.	1871.
Main Stem.....	\$2,974,268 16	\$4,006,502 81
Washington Branch.....	182,686 27	264,168 37
Parkersburg Branch.....	99,895 42	11,807 81

Totals.....\$3,057,059 01 \$4,282,478 49

* Deficit.
—showing an increase in the gross earnings of \$1,702,637 64; with an increase in expenses of \$477,218 16—making the increase in net earnings, \$1,225 419 48.

The earnings of the Central Ohio Division for the fiscal year were \$946,246 15, the expenses \$751,643 31, and the net earnings \$194,602 24.

The earnings of the Lake Erie Division for the same time were \$513,768 51, the expenses \$415,911 49, and the net earnings \$97,857 02.

The earnings of the Wheeling, Pittsburg and Baltimore (formerly Hampfield) Railroad, from May 1, 1871, to September 30, 1871, were \$23,449 51, and the expenses \$39,032 99, showing a deficit of \$15,583 48.

The gross revenue of the Main Stem and Branches, including the Central Ohio and Lake Erie Divisions, and the Wheeling, Pittsburg and Baltimore Railroad, is thus shown to be \$12,557,529 42, the expenses \$7,998 175 15, and the net earnings \$4,559,354 27. The aggregate working expenses were 63.60 per cent. of the whole gross revenues.

During the year, 358,046 new cross ties, 10,683 tons of iron, and 7,236 tons of steel rails were used in repairing the tracks of the Main Stem; 38,928 cross ties and 969 tons of steel rail on the Washington Branch; 114,495 cross ties and 3,927 tons of new rails on the Parkersburg Branch; 3,754 tons of new rails on the Central Ohio Division; and 990 tons of new rails on the Lake Erie Division.

At the commencement of the fiscal year 1871 there were in service on the Main Stem and Branches 324 locomotives. During the year 21 first-class 10-wheel freight locomotives were built at the company's shops, of which 10 were furnished to the Pittsburg and Connellsville Railroad; the remaining 11 were added to the equipment of the Main Line, making the total number at the

close of the year 335—of these 55 were passenger and 280 freight locomotives; 293 were first-class, 34 second-class and 8 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 375.

The number of cars in service at the commencement of the year was 5,637; to which there were added in 1871, 843—making the total at the close of the year, 6,480; of these 160 were passenger, 31 mail, baggage, etc., 1 post-office, 1 pay, 8 officers', 6 palace, 1 compartment, and 6,272 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 379 cars of all classes, and on the Lake Erie division 229—making a total of 7,088.

The mileage of engines in 1870 and 1871 was as follows:

	1870.	1871.
Main Stem.....	\$6,749,834	\$7,871,264
Washington Branch.....	429,686	449 975
Parkersburg Branch.....	761,854	836,347

Total.....\$7,941,374 \$9 187,586

The great bridge over the Ohio river, which connects the Parkersburg branch with the Marietta and Cincinnati road, was completed and opened for traffic on the 7th day of January, 1871. The equally superior structure connecting the Main Stem with the Central Ohio Road, at Bellaire, was completed on the 21st day of June, 1871. The cost of these bridges was \$2,337,156 80.

A full description of these splendid structures is furnished in the report of the Road Department. Their massive masonry and superior character in every particular insured the excellent results which are daily flowing from their increasing use.

To the Chief Engineer, Mr. James L. Randolph, and to the Master of Road, Mr. John L. Wilson, and their assistants, much credit is due for the perfection of the plans and successful construction of these great works.

The Pittsburg and Connellsville Road, now known as the Pittsburg, Washington and Baltimore Railroad, was opened for business in May last. The developments of its trade are large, and demand a rapid increase of plant. The road is being supplied with additional locomotives and cars, and it is believed that the sanguine expectations entertained regarding the results of that important line, will be ultimately realized. Arrangements are progressing for the extension of this road through Pittsburg to the great Northwest.

It is expected that the construction of the Baltimore, Pittsburg and Chicago Railroad, fraught as the enterprise will be with such vast advantages to all the extensive and varied interests with which it is to be connected, will be rapidly effected. The heavy and difficult work upon the Metropolitan Branch Railroad has been vigorously prosecuted.

The expenditures amount to \$1,547,565 02. Large forces are engaged, and the construction will be continuously pressed, so that this important and commanding line will be completed, if practicable, in April next.

Investments have been made in original capital, and continuously, for arching the tunnels, perfecting the tracks and works of the Parkersburg Branch Road, and in constructing the bridge for its connection with the Marietta and Cincinnati Railroad, of more than nine millions of dollars.

Much assistance has also been extended to the Marietta and Cincinnati Railroad Company for the improvement of that line.

Large as have been these expenditures, the wisdom of the policy pursued by the Company has been shown not only by a constantly-expanding traffic, and its effect upon the prosperity of the cities of Cincinnati and Baltimore and of the intermediate territory, but the singular directness and importance of the line has commanded the legitimate fruit of securing its practical extension from Cincinnati to Louisville and St. Louis.

On July 23d last, the Ohio and Mississippi Railroad, which, including its Louisville Branch, is 393 miles in length, altered its gauge from six feet to four feet nine inches, to correspond with our line from Baltimore to Cincinnati.

Prior to that period, that important road having the same broad gauge, maintained its chief business by the Atlantic and Great Western and the New York and Erie Roads, with the city of New York.

The superior advantages offered, through the direct and admirable route of the Baltimore and Ohio Railroad to the port of Baltimore, caused the managers of the Ohio and Mississippi Railroad Company to change the gauge, obtain the required rolling stock to suit that change, and thus practically assist the merchants of St. Louis and the consumers and producers of the vast regions of which that city is the entrepot, to avail of the great economies of transportation produced by the difference of distance of 272 miles in favor of their route to Baltimore, by the Baltimore and Ohio Railroad, compared with their former connection by the Atlantic and Great Western and the New York and Erie Railroads, to the city of New York.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1871, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	\$119,592,264	\$9,719,771	\$2,049,543	\$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,589	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,035,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie and bullion landed here, came mostly in transit to foreign ports, and most of it will be found again among the exports.

The following table will show the classification of imports at New York for the years—

	1869.	1870.	1871.
Dry goods	\$94,726,417	\$109,498,523	\$182,480,777
Gen. mdze.	195,842,794	198,836,855	246,032,915
Specie....	15,788,462	11,864,644	6,348,608

Total.... \$306,357,673 \$315,200,022 \$384,862,300

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1869.	1870.	1871.
1st.....	\$36,566,924	\$40,776,407	\$59,716,950
2d.....	48,705,409	47,514,407	55,344,997
3d.....	54,933,449	46,241,837	58,243,492
4th.....	55,021,124	61,418,082	61,860,798

Total.... \$195,226,706 \$195,945,733 \$234,666,237

Foreign imports entered at New York during the years 1866, 1867, 1868, 1869, 1870 and 1871:

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$18,556,726	\$11,046,856	\$7,855,830	\$11,698,755	\$11,970,771	\$14,169,556
February.....	17,389,505	13,364,912	10,386,053	14,206,473	13,739,351	16,995,041
March.....	15,200,809	11,373,974	11,999,520	17,890,058	14,447,775	22,659,471
April.....	13,366,146	10,800,747	9,652,649	13,836,593	14,423,458	18,516,940
May.....	13,563,551	9,438,747	10,244,318	12,514,151	13,027,399	16,544,919
June.....	10,682,723	8,947,379	8,786,471	10,510,444	12,267,273	14,778,135
July.....	14,304,403	11,036,960	12,193,589	12,560,232	13,579,723	16,410,318
August.....	14,560,161	13,547,834	14,005,112	15,895,735	18,722,322	23,609,684
September.....	13,228,489	13,149,846	14,152,546	12,938,666	17,745,075	21,432,482
October.....	13,812,206	10,224,405	11,294,439	10,288,541	14,087,056	17,432,743
November.....	10,688,544	8,193,013	9,707,521	11,015,790	14,004,294	13,123,708
December.....	8,447,064	6,416,343	7,458,965	9,080,463	12,716,366	11,643,251

Total..... \$153,800,629 \$127,541,016 \$127,737,013 \$152,434,901 \$170,730,863 \$207,287,248

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$10,241,576	\$9,087,702	\$6,647,871	\$9,378,719	\$10,122,477	\$11,058,118
February.....	11,626,677	11,211,014	9,297,632	8,548,655	9,334,667	13,046,484
March.....	9,539,100	9,069,756	12,391,956	13,423,973	11,826,891	13,271,955
April.....	10,159,657	13,327,839	10,780,668	16,497,691	13,137,232	12,023,501
May.....	13,902,407	10,896,675	10,541,079	12,876,131	10,474,170	14,842,869
June.....	10,967,050	10,478,305	10,063,867	12,380,145	10,484,645	13,382,176
July.....	11,301,274	11,226,514	10,573,083	10,705,702	10,042,048	12,468,220
August.....	8,123,406	9,340,292	8,280,600	10,008,548	9,965,682	12,389,991
September.....	7,817,045	6,676,707	6,804,640	8,840,059	7,748,840	8,869,861
October.....	8,113,869	7,096,411	6,850,498	5,841,349	7,163,067	10,315,541
November.....	8,345,859	6,414,609	7,050,229	6,913,527	9,886,963	9,371,091
December.....	10,105,018	5,931,115	5,325,282	7,925,576	8,701,333	11,308,353

Total..... \$120,232,938 \$110,756,939 \$104,607,405 \$123,345,075 \$118,888,015 \$142,348,150

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$1,238,757	\$717,810	\$778,296	\$1,243,777	\$1,108,271	\$3,355,702
February.....	1,504,253	918,364	718,777	1,190,397	767,538	2,951,198
March.....	1,179,177	923,377	821,682	1,702,591	979,288	2,677,244
April.....	1,152,683	1,232,997	964,488	1,202,080	1,006,564	2,094,332
May.....	959,416	1,140,103	887,657	1,256,112	1,115,039	2,758,231
June.....	1,002,330	1,043,040	783,149	1,277,514	1,475,026	2,086,100
July.....	899,549	766,786	1,094,543	1,214,472	988,444	1,955,993
August.....	931,877	844,664	828,188	1,322,924	1,141,295	2,067,145
September.....	840,082	654,987	1,421,652	1,200,764	1,409,353	2,708,233
October.....	1,471,951	754,881	1,294,991	879,329	1,193,348	2,500,611
November.....	873,514	1,082,066	1,323,254	1,151,880	1,491,905	1,609,142
December.....	947,939	765,106	847,350	1,147,395	1,050,409	2,384,363

Total..... \$13,001,588 \$11,044,181 \$11,764,027 \$14,789,235 \$13,716,500 \$28,878,294

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$72,771	\$126,719	\$136,574	\$221,278	\$1,523,856	\$208,666
February.....	172,122	136,491	415,875	1,982,755	1,536,442	2,498,501
March.....	285,854	145,867	1,299,776	1,771,668	2,441,679	207,394
April.....	161,817	271,710	871,079	4,818,287	805,025	332,888
May.....	393,073	376,725	477,485	403,267	667,807	142,477
June.....	94,549	499,184	836,111	914,005	198,150	1,352,006
July.....	345,961	56,606	126,442	202,487	194,990	176,640
August.....	269,221	540,244	846,821	159,927	430,726	336,395
September.....	5,194,473	345,669	906,558	1,364,904	592,496	331,679
October.....	1,434,158	362,789	554,862	3,580,817	417,860	605,862
November.....	802,937	181,519	220,316	156,286	2,734,075	33,779
December.....	352,093	263,016	891,490	312,731	331,539	122,201

Total..... \$9,578,020 \$3,306,339 \$7,085,389 \$15,788,462 \$11,864,644 \$6,348,608

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$30,109,830	\$20,979,087	\$15,418,571	\$22,542,529	\$24,725,375	\$28,792,062
February.....	30,692,557	25,630,781	20,818,337	25,827,280	25,367,998	35,491,324
March.....	26,204,940	21,612,974	26,512,934	34,793,290	29,695,633	38,696,064
April.....	24,840,605	25,633,293	22,268,884	36,354,651	29,372,299	32,967,661
May.....	28,818,447	21,852,250	22,150,539	27,049,661	25,284,415	34,288,496
June.....	22,736,652	20,967,908	20,471,598	25,082,108	24,415,094	31,598,417
July.....	26,851,187	23,086,866	23,987,657	24,682,893	24,805,205	31,041,171
August.....	23,894,665	24,273,034	23,960,721	27,387,134	30,260,025	38,403,205
September.....	27,079,089	21,027,209	23,295,396	24,344,393	27,495,764	33,342,255
October.....	24,832,184	18,438,486	19,994,790	20,590,036	22,861,331	30,645,557
November.....	20,710,854	15,871,007	18,301,320	19,237,483	28,117,237	24,137,720
December.....	19,852,174	13,375,580	14,023,087	18,466,216	22,799,646	25,468,168

Total..... \$306,613,184 \$252,648,475 \$251,193,834 \$306,357,673 \$315,200,022 \$384,862,300

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$7,424,073	\$9,380,484	\$6,731,624	\$8,506,630	\$8,674,238	\$13,006,264
February.....	7,666,543	11,794,156	9,049,339	9,860,388	9,981,615	9,685,252
March.....	7,844,644	13,318,411	10,296,124	9,661,447	9,985,981	11,695,478
April.....	8,640,360	8,838,610	10,140,834	8,954,512	12,822,634	10,029,482
May.....	9,450,591	9,245,943	9,045,351	8,379,918	10,615,377	10,070,612
June.....	8,967,431	6,910,287	6,658,943	7,604,330	8,354,527	8,711,237
July.....	9,084,242	7,560,396	6,829,796	8,151,534	8,463,853	9,940,459
August.....	10,530,593	10,490,050	9,676,657	11,706,296	11,305,475	12,596,633
September.....	11,091,194	9,928,471	10,935,659	11,121,143	10,732,135	12,589,575
October.....	8,789,538	7,728,761	8,892,665	10,704,752	8,802,588	10,862,097
November.....	6,166,725	6,378,248	6,104,542	7,818,234	6,325,530	9,005,491
December.....	4,564,836	5,202,239	5,675,429	5,509,480	5,596,030	7,168,756

Total..... \$100,241,282 \$106,776,056 \$100,036,963 \$107,998,664 \$111,659,938 \$125,661,366

RECEIPTS OF CUSTOMS AT NEW YORK.

	1867.	1868.	1869.	1870.	1871.
January.....	\$9,472,248 48	\$7,133,428 42	\$9,615,894 43	\$9,840,502 99	\$12,010,020 67
February.....	11,466,418 42	9,699,752 39	11,996,628 46	11,750,424 06	12,258,147 69
March.....	11,977,418 19	11,195,861 33	13,027,672 02	11,977,323 42	15,305,799 14
April.....	9,372,701 48	10,023,029 37	10,727,099 86	12,799,598 49	12,535,090 06
May.....	9,340,766 73	9,723,476 45	9,698,820 34	11,473,412 25	11,490,140 42
June.....	7,725,135 60	7,678,200 69	8,411,284 83	9,740,549 89	10,092,909 95
July.....	9,505,432 94	9,237,920 50	10,045,078 44	10,592,841 37	11,934,957 33
August.....	12,623,300 45	11,995,596 18	13,845,030 69	15,078,512 90	16,932,839 65
September.....	11,712,164 78	12,916,782 29	11,975,804 75	14,182,516 12	15,733,891 86
October.....	8,682,889 05	10,059,277 34	10,554,660 92	11,161,364 60	12,066,671 28
November.....	6,931,212 90	7,309,086 88	8,540,788 60	9,017,823 32	9,365,044 55
December.....	5,276,301 32	6,327,300 78	6,590,945 65	7,696,126 44	8,044,777 08

Total.....\$114,085,990 34 \$113,296,712 62 \$125,019,718 69 \$135,310,995 85 \$147,770,289 68

Exports from New York to foreign ports during the years 1866, 1867, 1868, 1869, 1870, and 1871:

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$19,784,997	\$12,911,689	\$13,766,496	\$12,672,824	\$11,833,151	\$18,370,758
February.....	16,768,120	14,615,040	13,543,674	10,507,041	11,180,695	18,259,723
March.....	23,291,455	19,679,955	12,882,808	11,942,672	14,965,213	21,211,713
April.....	22,526,822	16,979,383	13,976,761	14,671,026	13,741,650	17,923,694
May.....	12,281,623	12,615,022	14,297,029	15,443,499	14,167,414	17,066,928
June.....	9,601,089	14,346,769	10,634,544	16,555,107	16,811,500	17,432,767
July.....	13,057,476	13,666,098	10,538,848	18,450,323	15,965,557	17,147,740
August.....	12,646,004	12,116,096	12,750,918	17,975,524	12,599,436	18,800,769
September.....	1,635,610	11,102,100	11,316,492	16,510,324	15,157,390	20,100,569
October.....	14,593,664	16,679,540	13,954,602	18,419,645	16,018,569	21,755,792
November.....	13,651,464	20,056,540	13,881,126	16,836,617	24,125,836	18,603,795
December.....	16,817,615	13,442,177	14,523,280	17,928,174	19,173,650	18,778,999

Total.....\$186,655,969 \$178,210,409 \$156,075,578 \$187,812,776 \$185,740,061 \$225,553,247

FOREIGN FREE

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$38,301	\$114,207	\$12,680	\$7,965	\$63,623	\$43,412
February.....	26,605	36,803	36,387	4,941	46,162	29,805
March.....	57,167	31,133	24,761	31,102	50,590	121,098
April.....	130,254	38,389	113,489	4,600	45,157	97,823
May.....	131,393	23,492	183,986	49,261	29,879	169,250
June.....	55,074	43,214	32,946	59,001	38,395	71,712
July.....	27,269	20,168	37,975	27,020	24,522	121,536
August.....	50,720	24,096	18,192	54,356	23,116	148,519
September.....	29,373	9,498	80,593	16,960	11,451	193,707
October.....	32,061	4,446	10,822	71,862	1,905	15,092
November.....	64,001	8,515	9,763	44,159	1,963	64,464
December.....	44,265	82,694	39,330	37,433	15,721	56,845

Total.....\$706,483 \$436,655 \$600,924 \$408,660 \$352,034 \$1,133,263

FOREIGN DUTIABLE.

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$284,909	\$422,751	\$669,151	\$472,228	\$996,392	\$423,706
February.....	400,782	800,663	441,528	312,830	713,289	450,214
March.....	320,165	761,138	655,861	615,121	927,292	806,521
April.....	654,019	845,824	648,960	733,461	911,018	908,557
May.....	567,872	665,031	852,544	583,846	913,306	733,607
June.....	606,255	713,137	641,409	605,608	851,088	890,659
July.....	401,724	382,595	444,735	604,923	727,794	600,377
August.....	226,786	717,161	558,078	594,339	808,944	461,249
September.....	306,244	890,851	803,255	699,680	923,627	569,026
October.....	186,108	797,235	740,477	577,743	638,930	585,343
November.....	268,600	610,460	517,907	512,226	785,553	564,328
December.....	551,657	533,115	415,675	693,260	651,405	936,140

Total.....\$4,967,102 \$8,142,961 \$7,389,600 \$7,005,270 \$9,853,633 \$7,979,727

SPECIE AND BULLION.

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$2,706,336	\$2,551,351	\$7,349,825	\$3,214,380	\$2,683,392	\$2,149,211
February.....	1,807,030	2,124,461	4,203,825	3,232,083	2,194,256	4,022,066
March.....	1,045,039	1,891,141	3,694,912	2,389,968	1,521,601	7,569,880
April.....	588,875	2,261,283	6,095,179	1,767,601	1,698,616	5,593,029
May.....	23,744,194	9,043,154	15,936,231	2,512,330	4,485,373	9,615,698
June.....	15,890,956	6,724,272	11,823,628	2,335,531	4,257,362	8,604,738
July.....	6,821,459	13,519,894	10,584,558	6,474,624	16,922,451	11,233,695
August.....	1,587,851	1,714,594	4,690,989	3,027,940	10,548,076	2,701,287
September.....	834,550	2,201,958	1,954,723	1,763,171	4,616,856	2,130,320
October.....	1,463,450	1,182,031	1,608,739	2,531,076	2,416,356	2,066,591
November.....	3,776,690	1,733,261	1,181,085	1,126,845	4,896,257	2,124,539
December.....	3,297,270	6,854,548	1,717,905	1,732,899	1,950,879	2,034,192

Total.....\$62,553,700 \$51,801,948 \$70,841,599 \$32,108,448 \$58,191,475 \$63,855,546

TOTAL EXPORTS.

	1866.	1867.	1868.	1869.	1870.	1871.
January.....	\$22,814,543	\$15,999,998	\$21,798,152	\$16,367,397	\$15,576,558	\$20,987,087
February.....	19,002,537	17,576,967	18,225,414	14,056,595	14,134,402	22,761,808
March.....	24,713,556	22,366,367	17,258,362	14,978,863	17,464,696	29,709,212
April.....	23,899,970	20,124,879	20,834,389	17,176,688	16,396,441	28,523,103
May.....	36,937,067	22,346,699	31,269,790	18,588,936	19,600,972	27,635,483
June.....	26,153,374	21,827,392	23,132,527	19,555,247	21,958,345	26,999,876
July.....	19,307,928	27,588,755	21,606,116	25,556,890	33,640,324	29,103,348
August.....	14,511,361	14,571,947	18,018,177	21,632,159	23,979,572	22,211,824
September.....	12,805,773	14,204,407	14,155,063	18,990,135	20,709,324	22,993,622
October.....	16,275,283	18,663,252	16,314,640	21,600,331	19,075,760	24,443,118
November.....	17,760,755	22,408,776	15,589,881	18,519,847	29,809,609	21,357,126
December.....	20,710,807	20,912,534	16,705,190	20,291,766	21,791,205	21,806,176

Total.....\$254,883,254 \$283,591,973 \$234,907,701 \$227,335,154 \$254,137,208 \$298,531,783

Railroads in Minnesota.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

During the past year there have been 457½ miles of railroad completed and put in operation in this State, as follows:

	Construct- ed in 1871. Miles.	Previously constructed. Miles.	Length of Line com- pleted. Miles.
St. Paul and Sioux City.....	0	122	122
Sioux City and St. Paul.....	56	0	56
Winona and St. Peter.....	26	189	185
First Division St. Paul and Pacific, (Main Line).....	72	185	207
First Division St. Paul and Pacific, (Branch Line).....	0	76	76
Hastings and Dakota.....	20	28	48
St. Paul and Chicago.....	46½	55	101½
St. Paul, Stillwater and Tay- lor's Falls.....	18	0	18
Stillwater and St. Paul.....	0	13	13
Minneapolis and Duluth.....	13	0	13
Minneapolis and St. Louis.....	28	0	28
Lake Superior & Mississippi.....	0	155	115
Southern Minnesota.....	0	167½	167½
Milwaukee and St. Paul.....	0	155	152
Northern Pacific.....	178	50	228
	457½	1,092½	1,550

The total length of road in operation at the close of 1870 was 1,092½ miles, and the termination of 1871 leaves us a comprehensive railway system extending to an aggregate length of 1,550 miles.

Besides the road ironed in 1871, the grading on the Brainard Branch of the Northern Pacific has been done, and the Sioux City and St. Paul is graded — miles beyond the western end of their track, which they propose to complete early this year.

The reports of the various companies to the Railroad Commissioner for the year ending August 31, 1871, give a great many interesting facts and statistics, from which I take the following:

Number of passengers carried dur- ing the year.....	641,711
Average number of miles carried....	86½
Average amount received of each....	\$1 61
Average rate per mile.....	4 2-5 cents
Total gross earnings for year.....	\$3,430,414 83
Total operating expenses.....	2,564,435 10
Net earnings (reported).....	847,523 04
Total amount paid State Treasurer in lieu of taxes for last fiscal year	56,454 18

The amendment proposed at the last session to the people for their action, which removes from the Legislature the power of ever disturbing the basis on which taxes are levied on the property of the roads, as now fixed by law, has been adopted, and the basis can never be changed unless authorized by the people.

LAND GRANTS TO RAILROADS.

	Total acres deeded to R. R. Co's to close of 1871.	No. acres sold by R. Co's to close of 1871.	Per cent sold in 1871.
St. Paul and Pacific.....	92,241.81	140,885.79	18.6
Winona & St. Peter.....	365,155.85	31,281.98	8.6
St. Paul and Sioux City.....	887,864.87	98,541.42	14.0
Southern Minnesota.....	193,833.00	23,482.54	13.0
Minnesota Central.....	167,665.84	88,842.75	22.8
Lake Superior and Mississippi.....	484,934.97	8,178.49	1.6
	3,021,865.84	840,543.07	12.8

The total debt of the state of Florida is given in the Governor's message at \$1,311,649 97, of which \$747,945 08 is bonded, and the remainder, \$563,704 89, is floating.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	81,166	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,658
1868.....	64,463	86,937	101,396	98,481	106,835	104,729	259,592	251,832	262,770	29,422	296,562	342,743	2,300,767
1869.....	212,604	218,982	291,308	486,048	568,270	566,080	532,667	511,854	609,788	579,942	535,309	497,659	6,670,892
1870.....	394,176	488,333	683,758	768,711	723,274	783,099	807,815	777,183	828,447	746,800	612,806	7,983,513	9,390,983
1871.....	536,498	481,085	580,340	766,250	917,700	807,237	807,238	1,000,373	1,032,801	1,005,475	898,562	519,202	9,390,983
Chicago and A. ton:													
1863.....	109,850	101,366	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	158,294	1,678,706
1864.....	154,418	195,808	162,723	178,786	206,090	224,257	312,165	384,654	320,879	307,803	262,015	2,770,484	2,770,484
1865.....	280,503	275,283	299,063	288,480	322,278	355,270	335,985	409,251	401,253	367,956	307,919	236,824	3,840,092
1866.....	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153	3,695,153
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,952	408,999	426,762	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,569	361,701	4,608,648
1869.....	343,182	316,099	388,727	323,390	345,833	402,854	351,465	493,232	506,623	468,212	397,515	340,851	4,681,663
1870.....	516,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405	4,849,405
1871.....	343,550	840,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	463,066	369,420	5,257,315
Chicago and Northwestern:													
1863.....	273,876	317,339	390,355	421,363	466,330	505,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1864.....	482,164	499,296	468,558	555,623	747,942	702,661	767,508	946,707	932,683	764,671	547,842	7,976,490	7,976,490
1865.....	523,566	537,519	583,948	925,983	808,524	797,475	1,000,686	1,200,216	1,010,892	1,010,892	712,359	9,290,430	9,290,430
1866.....	686,147	574,604	765,398	774,280	895,712	893,658	888,214	1,033,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1867.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,281,71
1868.....	892,093	830,287	1,142,166	1,112,190	1,288,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,407
1869.....	763,782	766,025	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,205,401
1870.....	655,428	602,182	714,934	787,641	1,094,101	962,899	851,849	1,099,337	1,231,574	1,047,318	1,098,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1863.....	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1864.....	204,112	190,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1865.....	203,009	208,897	244,182	24,048	2,019	274,021	249,555	319,012	317,887	539,239	319,573	284,156	3,272,710
1870.....	270,204	266,863	315,149	295,480	281,491	298,775	314,850	360,769	374,671	338,723	346,625	317,773	3,765,243
Illinois Central:													
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	369,463	3,445,827
1863.....	289,944	271,085	275,643	289,224	334,687	407,992	423,929	511,305	478,576	496,453	437,679	424,531	4,571,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	448,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	628,972	616,666	610,608	490,573	617,682	678,403	747,469	739,736	641,589	643,857	518,088	7,181,298
1866.....	603,063	605,206	605,465	611,695	569,250	567,679	490,626	578,263	611,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	624,871	417,071	440,271	477,027	516,493	625,242	709,327	738,590	823,901	727,810	613,329	7,160,922
1868.....	587,443	686,165	444,443	618,800	572,551	626,249	649,714	794,325	889,967	931,530	686,401	681,041	7,817,929
1869.....	659,138	624,693	709,645	568,282	640,975	775,261	696,228	841,363	979,011	914,406	814,413	696,677	8,823,483
1870.....	623,383	661,789	601,826	665,087	684,589	712,647	627,216	899,062	901,235	903,225	811,708	697,751	8,768,958
1871.....	639,541	665,416	606,845	684,661	698,446	733,989	714,854	834,208	885,845	761,904	719,909	.....	.....
Marietta and Cincinnati:													
1860.....	90,411	85,447	84,361	81,181	90,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1861.....	94,136	78,976	92,910	92,768	96,635	106,594	114,716	114,716	114,716	114,716	114,716	114,716	1,278,713
1862.....	92,433	81,699	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1863.....	98,517	91,666	103,658	109,626	111,033	118,648	114,496	129,388	140,473	132,669	131,019	130,629	1,390,822
1864.....	90,177	98,275	101,379	104,246	110,213	111,117	111,117	118,407	132,948	153,531	144,023	141,376	1,418,869
1871.....	130,883	120,224	140,740	113,173	119,650	115,116	118,672	137,341	166,191	175,458	172,567	169,820	1,690,714
Michigan Central:													
1862.....	230,169	169,658	161,902	176,698	186,039	174,002	172,189	216,624	296,966	322,369	307,474	285,634	2,650,702
1863.....	242,073	246,858	230,432	258,486	236,453	206,221	193,328	215,449	308,168	375,488	339,794	36,186	3,168,066
1864.....	262,435	278,848	348,802	368,276	271,553	266,780	266,780	346,781	408,445	410,802	4,551,0	3,970,946	3,970,946
1865.....	306,324	279,137	344,228	367,241	401,156	366,663	329,105	413,501	479,601	490,694	447,70	328,870	4,520,560
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	426,161	493,600	414,604	308,669	4,260,115
1867.....	304,095	283,661	375,580	362,788	333,052	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,030
1868.....	304,516	304,516	326,850	415,753	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.....	384,120	320,638	386,527	411,514	403,446	366,623	329,650	363,669	473,546	490,772	448,419	374,542	4,744,164
1870.....	329,992	329,992	384,451	412,050	409,283	363,187	326,891	378,880	487,900	511,447	453,873	387,827	4,765,958
1871.....	418,765	442,065	441,685	470,703	480,847	427,096	422,515	629,890	628,600	582,802	533,506	.....	.....
Minneapolis and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	6,683,608
1868.....	369,228	321,203	333,508	439,412	565,718	468,191	423,595	622,652	1,024,045	1,037,464	569,917	468,880	6,717,046
1869.....	454,500	330,400	420,951	460,258	630,844	678,923	686,551	625,047	742,732	1,040,102	801,150	493,565	7,230,069
1870.....	396,171	382,823	377,571	443,132	740,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	399,700	327,431	377,671	483,854	662,567	668,018	431,113	505,557	815,345	841,150	644,925	473,295	6,668,056
North Missouri:													
1869.....	119,721	94,927	136,273	140,184	139,060	150,416	160,149	155,558	231,662	235,513	248,838	203,595	2,024,860
1870.....	213,101	196,207	239,161	269,490	269,090	208,496	196,724	229,099	264,699	266,836	255,726	2,833,399	2,833,399
1871.....	101,789	192,120	232,166	206,070	201,751	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,329	260,406	269,244	269,444	224,961	223,242	268,177	302,506	332,400	278,066	346,243	275,950	3,311,077
1865.....	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866.....	267,541	246,100	326,236	277,424	285,130	285,925	247,262	305,454	275,701	310,762	302,426	281,613	3,330,583
1867.....	242,795	219,065	279,647	284,729	282,639	240,135	254,623	322,521	365,371	379,367	372,056	345,919	3,459,319
1868.....	211,973	231,351	265,906	252,149	202,620	217,082	194,455	287,657	297,122	283,299	274,637	233,861	2,964,041
1869.....	206,396	216,080	221,459	214,409	218,639	223,236	192,394	275,220	292,603	324,044			

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND

Years ending.	Length equi. single track.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness		Earnings.		Dividends on paid Capital.		Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Payable.	Maturity.	Interest.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Per Cent.	Per Cent.	Par.	Paid.	Market.						
Sept. 30, '70	7.25	94	14	Albany.....N.Y.	156,100	110,300			87,001	22,598					Albany 1st Mortgage.....	40,000	7	J. & J.	1870	...	
Sept. 30, '70	0.93			Albany st. Freight (B'ton). Mass.	47,705	75,000			2,654	557					Bleeker St. & Fulton Ferry 1st Mortgage.....	694,000	7	J. & J.	1872	...	
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500		1,136	12,733	1,896					Broadway (Brooklyn) 1st Mortgage.....	100,000	7	J. & J.	1881	...	
Sept. 30, '70	31.00	479	73	Baltimore City.....Md.	1,975,049	900,000	694,000	29,500	316,259	54,828	6	100	100		24 Broadway and 7th Avenue 1st Mortgage.....	500,000	7	J. & D.	1884	...	
Dec. 31, '68	22.00	412	53	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			480,046	4,004					Brooklyn, Bath & Coney I. 1st Mortgage.....	80,000	7	J. & J.	1870	...	
Sept. 30, '70	3.36			Boston and Chelsea.....Mass.	41,000	41,000			4,400	4,004					Brooklyn City 1st Mortgage.....	300,000	7	J. & J.	1882	...	
Sept. 30, '70	10.76	192	49	Boston & West Roxbury. Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100		Bklyn City, Hun. Pt. & P.F. 1st Mortgage.....	379,000	7	M. & N.	1876	...	
Sept. 30, '70	16.00	798	112	B'way & 7th Av. (N.Y.C.) N.Y.	685,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100		Brooklyn and Jamaica 1st Mortgage.....	800,000	7	J. & J.	1890	...	
Sept. 30, '70	7.00		28	Brooklyn, Bath & Coney I. N.Y.	180,855	170,000	80,000		91	35,842	8,514				Brooklyn City & Newtown 1st Mortgage.....	200,000	7	J. & J.	1876	...	
Sept. 30, '70	72.00	1412	297	Brooklyn City.....N.Y.	2,092,878	1,500,000	300,000	166,350	1,334,984	115,633	12.0	100	100		Brooklyn & Rockaway B'ch 1st Mortgage.....	81,500	7	J. & J.	1870	...	
Sept. 30, '70	24.33	211	49	B'klyn. City, Hun. P. & P.P. N.Y.	685,894	300,000	379,000	30,446	167,955	24,058					Buffalo street 1st Mortgage.....	341,500	7	J. & D.	1881	...	
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown N.Y.	600,000	600,000			14,927	19,436					Cambridge (Boston) 1st Mortgage.....	150,000	7	J. & J.	1883	...	
Sept. 30, '70	6.00		39	B'klyn Flatb. & Coney Isl. N.Y.	100,000	180,000	100,000	(Open Oct. 1, 1870.)	24,048	36,910	7.0	100	100		Central Park N. & E. River 1st Mortgage.....	628,000	7	J. & J.	1874	...	
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000		18,793	5,035	10	100	100		Citizens' (Pittsburg) 1st Mortgage.....	50,000	7	J. & J.	1879	...	
Sept. 30, '70	4.50			Brooklyn & Rockaway Bk. N.Y.	210,795	145,500	84,500	3,000	34,367	18,241					Coney Island and Brooklyn 1st Mortgage.....	214,000	7	J. & J.	1873	...	
Sept. 30, '70	15.21	182	52	Brooklyn street.....N.Y.	415,121	73,000	34,464	14,927	167,955	24,058					D. Dock, E. B'w. & Battery 1st Mortgage.....	700,000	7	J. & J.	1870	...	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	12,372	36,910	9.0	100	100		Eighth Avenue (N. Y.) 1st Mortgage.....	208,000	7	J. & J.	1870	...	
Sept. 30, '70	27.43			Cambridge (Boston).....Mass.	734,871	727,800	6,000	74	18,793	5,035	10	100	100		42d St. & G'd St. Ferry (N.Y.) 1st Mortgage.....	100,000	7	J. & J.	1873	...	
Sept. 30, '70	8.26	20	4	Central City (Syracuse).....N.Y.	29,534	21,130	6,000		26,173	11,129	5.5	100	100		Frankford and Southwark 1st Mortgage.....	187,500	7	J. & J.	1877	...	
Sept. 30, '70	76.00	761	141	Cen. P. & E.R. (N.Y.C.) N.Y.	1,629,175	1,068,400	628,000	60,199	618,136	66,485	6.0	100	100		Germantown 1st Mortgage.....	250,000	7	J. & J.	1877	...	
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) N.Y.	207,265	192,750	60,000		261,773	76,780	36.3	50	19		Green and Coates (Phila.) 1st Mortgage.....	100,000	7	J. & J.	1878	...	
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,166	42,598	18.3	50	44		Grand st. and Newtown 1st Mortgage.....	90,000	7	J. & J.	1870	...	
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn).....N.Y.	647,363	500,000	214,000	39,238	147,669	17,414					Harl. Br. Morris & Fordh. 1st Mortgage.....	138,000	7	J. & J.	1877	...	
Sept. 30, '70	22.79	819	109	Dry Dock, E. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8	100	100		Hoboken, Mantua & Fairm. 1st Mortgage.....	25,900	7	J. & J.	1874	...	
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,551	34,825			4,106	7		100	100		Lombard and South st. (Ph.) 1st Mortgage.....	62,500	7	J. & J.	1883	...	
Sept. 30, '70	11.75			East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	2,431					Lynn and Boston 1st Mortgage.....	50,000	7	J. & J.	1880	...	
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	20,562			9,799	2,577	5.0	25	20		Malden and Melrose 1st Mortgage.....	45,872	6	A. & O.	1880	...	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y.) N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100		Middlesex (Boston) 1st Mortgage.....	100,000	6	J. & D.	1884	...	
Dec. 31, '70	18.00			Elizabeth & Newark.....N.J.	224,719	20,000	24,738		24,986	11,129	5.5	100	100		Ninth Avenue (N.Y.) 1st Mortgage.....	167,000	7	J. & J.	1876	...	
Oct. 31, '70	2.21	19	5	Erie City.....Pa.	32,291	19,807	20,290		16,143	2,185		50	9		Orange and Newark 1st Mortgage.....	100,000	6	J. & J.	1880	...	
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185		50	9		1st Mort. Broad street.....	100,000	6	J. & J.	1880	...	
Sept. 30, '70	9.63	232	54	42d St. & G'd St. (N.Y.C.) N.Y.	1,022,479	748,000	215,000		384,800	93,278	10.0	100	100		1st Mort. O. & N. R. R.....	100,000	6	J. & J.	1880	...	
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,805	60,039	6.0	50	49		2d Mort. O. & N. R. R.....	509,000	6	J. & J.	1880	...	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		18,508	1,139		100	100		Philadelphia City 1st Mortgage.....	200,000	6	J. & J.	1881	...	
Nov. 30, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15		Philadelphia and Darby 1st Mortgage.....	57,000	7	M. & N.	1887	...	
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	90,000		161,905	37,685	6.0	50	17		Pittsb. Allegheny & Manch. 1st Mortgage.....	23,000	7	A. & O.	1874	...	
Sept. 30, '70	5.00	90	15	G'd St. & Newtown (Bklyn) N.Y.	270,000	170,000	90,000		89,627	31,162	2	100	100		Quincy 1st Mortgage.....	66,424	6	var	var	...	
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.) N.Y.	243,615	150,000	100,000		180,211	32,244	6.0	50	15		Ridge Av. & Manayunk 1st Mortgage.....	48,300	7	J. & J.	1880	...	
Oct. 31, '70	10.00	112	24	Harl. Br. Morris & Fordh. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894		100	100		1st Mortgage.....	15,000	6	J. & J.	1880	...	
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2		25	24		Salem 1st Mortgage.....	35,000	6	J. & J.	1870	...	
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	22		Second Avenue (N.Y.) 1st Mortgage.....	100,000	7	J. & J.	1877	...	
Sept. 30, '70	5.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000			22,120	3,252		100	100		Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J. & J.	1877	...	
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,755	9,201	25	10			Sixth Avenue (N.Y.) 1st Mortgage.....	250,000	7	J. & D.	1877	...	
Sept. 30, '70	3.82	50	11	Lynn and Boston.....Mass.	49,180	55,530			26,181	2,431		100	100		Syracuse and Geddes 1st Mortgage.....	25,000	7	J. & J.	1870	...	
Sept. 30, '70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100		Third Avenue (N.Y.) 1st Mortgage.....	100,000	7	J. & J.	1875	...	
Sept. 30, '70	3.41			Malden and Melrose (Bin.) Mass.	60,246	50,000	45,872		16,740	Loss.		100	100		Troy and Lansingburg 1st Mortgage.....	55,000	7	A. & O.	1879	...	
Sept. 30, '70	0.91			Marginal Freight (Boston) Mass.	191,834	191,500		46,454	1,144			100	100		Union (Boston) 1st Mortgage.....	105,000	6	var	var	...	
Sept. 30, '70	3.07			Medford & Charleat. (Bin.) Mass.	36,000	21,000	4,000		1,120			100	100		Union (Phila.) 1st Mortgage.....	300,000	7	J. & J.	1886	...	
Sept. 30, '70	4.88	43	6	Merrimac Valley.....Mass.	42,200	50,000			1,120			100	100		Waterfront 1st Mortgage.....	130,000	7	J. & J.	1882	...	
Sept. 30, '70	33.65	914	170	Metropolitan (Boston).....Mass.																	

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Rensselaer.....	100	J. & J.	Jan. '72 31	Little Miami.....	50	J. & J.	Jan. '72 2	Warren (N. J.).....	100	J. & D.	Dec. '71 31
Allegheny Valley.....	50	J. & J.	July '71 4	Little Schuylkill.....	50	J. & J.	Jan. '72 31	Warwick Valley.....	100	A. & O.	Oct. '71 24
Atlanta and West Point.....	100	J. & J.	July '71 4	Long Island.....	50	M. & S.	Sept. '71 3	West Jersey.....	100	F. & A.	Aug. '71 4
Atlantic and Gulf.....	100	J. & J.	July '71 31	Louisv., Cin. and Lex.....	50	J. & J.	July '71 31	Winchester & Potomac.....	100	J. & J.	Jan. '72 3
Atlantic and St. Lawrence.....	100	J. & S.	Sept. '71 2	Louisville & Nashville.....	100	J. & J.	Jan. '72 4	Winchester & Strasburg.....	100	J. & J.	Jan. '72 31
Avon, Genesee & Mt. M.....	100	A. & O.	Oct. '71 11	Louisville & Nashville.....	100	J. & J.	Aug. '71 4	Worcester and Nashua.....	75	J. & J.	Jan. '72 31
Baltimore and Ohio.....	100	A. & O.	Oct. '71 5	Lowell and Lawrence.....	20	F. & A.	Oct. '71 3	HORSE-POWER R. R.			
Washington Br. pref.....	100	A. & O.	Oct. '71 5	Lykens Valley.....	20	F. & A.	Nov. '71 24	Albany City.....	100	J. & J.	Jan. '72 1
Perkinsburg Br. pref.....	100	J. & J.	Jan. '72 11	Maine Central.....	100	J. & D.	Nov. '71 5	Baltimore City.....	100	J. & J.	Jan. '72 1
Blossburg & Corning.....	50	J. & D.	Nov. '71 5	Manchester and Lew.....	100	M. & N.	Nov. '71 5	Bleeker St. & Fy. (N.Y.).....	100	J. & J.	Jan. '72 1
Hoston and Albany.....	100	J. & J.	Jan. '72 11	Marquette & Cincinnati.....	50	M. & S.	Sept. '71 31	Boston and Chelsea.....	100	A. & O.	Oct. '71 4
Bos., Cin. & Fitchburg.....	100	J. & J.	July '71 3	Massachusetts.....	50	M. & S.	Sept. '71 31	Brooklyn City.....	100	J. & J.	Jan. '72 1
Agricultural Br. guar.....	100	J. & J.	July '71 3	Massachusetts.....	50	M. & S.	Sept. '71 31	Brooklyn City & Newt.....	100	J. & J.	Jan. '72 1
Bost., Ounc. & Mont.....	100	J. & J.	Jan. '72 4	Memphis & Charleston.....	25	J. & D.	Jan. '72 3	Brooklyn and Jamaica.....	100	J. & J.	Jan. '72 1
Boston and Lowell.....	500	J. & J.	Jan. '72 4	Michigan Central.....	100	J. & J.	Jan. '72 3	Brooklyn and Jamaica.....	100	J. & J.	Jan. '72 1
Boston and Maine.....	100	M. & N.	Nov. '71 5	Mill Creek & Minehol.....	50	J. & J.	Jan. '72 3	Bushwick (Brooklyn).....	100	J. & J.	Jan. '72 1
Boston and Providence.....	100	J. & J.	Jan. '72 3	Milwaukee and St. Paul.....	100	J. & J.	Jan. '72 3	Cambridge.....	100	J. & J.	Jan. '72 1
Buffalo, N. Y. and Erie.....	100	J. & J.	Jan. '72 3	M. Hill & Sennyl. Harv.....	50	J. & J.	Jan. '72 3	Can. Park N. & E. Riv.....	100	J. & J.	Jan. '72 1
Burlington and Mo. Riv.....	100	J. & J.	Jan. '72 3	Morris and Essex.....	50	J. & J.	Jan. '72 3	Citizens' (Phila.).....	50	J. & J.	Jan. '72 1
Burlington and Mo. Riv.....	100	J. & J.	Jan. '72 3	Nashua and Lowell.....	100	J. & J.	Jan. '72 3	Citizens' (Phila.).....	50	J. & J.	Jan. '72 1
Camden and Amboy.....	100	J. & J.	Jan. '72 7	Nesquehoning Valley.....	100	J. & J.	Jan. '72 3	Coney Island & Rook.....	50	J. & J.	Jan. '72 1
Camden and Atlantic.....	100	J. & J.	Jan. '72 7	Newark and N. York.....	100	J. & J.	Jan. '72 3	D. Dock E. B'dw. & Bat.....	100	J. & J.	Jan. '72 1
Cape Cod.....	50	J. & J.	Jan. '72 31	N. Bedford & Taunton.....	100	J. & J.	Jan. '72 3	Elizabeth and Newark.....	100	J. & J.	Jan. '72 1
Cape May and Millville.....	50	J. & J.	Jan. '72 31	N. Castle & Beaver Val.....	50	J. & J.	Jan. '72 3	Frankf. & G. St.erry.....	100	J. & J.	Jan. '72 1
Catawba & Foggess.....	50	J. & J.	Jan. '72 31	N. Haven & Northamp.....	100	J. & J.	Jan. '72 3	Germantown (Ph.).....	50	J. & J.	Jan. '72 1
Catawba.....	50	J. & J.	Jan. '72 31	New Jersey.....	100	J. & J.	Jan. '72 3	Girard College (Ph.).....	50	J. & J.	Jan. '72 1
Cayuga and Susq.....	50	J. & J.	Jan. '72 31	New London Northern.....	100	J. & J.	Jan. '72 3	Grand St. and Newton.....	50	J. & J.	Jan. '72 1
Cedar Rapids & Mo. R.....	100	J. & J.	Jan. '72 31	N. Y. Cen. & Hudson R.....	100	J. & J.	Jan. '72 3	Green & Cones St. (Ph.).....	50	J. & J.	Jan. '72 1
Central of Georgia.....	100	J. & J.	Jan. '72 31	New York and Harlem.....	100	J. & J.	Jan. '72 3	Heaton, Mantau & Fairm.....	50	J. & J.	Jan. '72 1
Central of New Jersey.....	100	J. & J.	Jan. '72 31	N. York & New Haven.....	100	J. & J.	Jan. '72 3	Lomb. & South Sts. (Ph.).....	25	J. & J.	Jan. '72 1
Central Ohio.....	50	J. & J.	Jan. '72 31	N. Y. Prov. & Loston.....	100	J. & J.	Jan. '72 3	Lynn and Boston.....	100	J. & J.	Jan. '72 1
Chemung.....	100	J. & J.	Jan. '72 31	N. Y. Bridge & Canand.....	100	J. & J.	Jan. '72 3	Malden and Melrose.....	100	J. & J.	Jan. '72 1
Chesapeake, preferred.....	100	J. & J.	Jan. '72 31	North Carolina.....	100	J. & J.	Jan. '72 3	Metropolitan (Boston).....	100	J. & J.	Jan. '72 1
Chicago and Alton.....	100	J. & J.	Jan. '72 31	N. Eastern (N. C.) pref.....	100	J. & J.	Jan. '72 3	Middlesex (Boston).....	100	J. & J.	Jan. '72 1
Chicago and Burlington.....	100	J. & J.	Jan. '72 31	North Pennsylvania.....	50	J. & J.	Jan. '72 3	Ninth Avenue (N. Y.).....	100	J. & J.	Jan. '72 1
Chicago, Iowa & Nebraska.....	100	J. & J.	Jan. '72 31	Northern Central.....	50	J. & J.	Jan. '72 3	Orange and Newark.....	100	J. & J.	Jan. '72 1
Chicago & N. Western.....	100	J. & J.	Jan. '72 31	N. r. h. n. N. Hamp.....	100	J. & J.	Jan. '72 3	Philadelphia City.....	50	J. & J.	Jan. '72 1
Chicago, R. I. & Pacific.....	100	J. & J.	Jan. '72 31	Northern New Jersey.....	100	J. & J.	Jan. '72 3	Philadelphia and Darby.....	50	J. & J.	Jan. '72 1
Cin. Ham. & Dayton.....	100	J. & J.	Jan. '72 31	Norwich & Worcester.....	100	J. & J.	Jan. '72 3	Phila. at d Grey's Ferry.....	50	J. & J.	Jan. '72 1
Cin. Sand. and Cleve.....	50	J. & J.	Jan. '72 31	Ogdensburg & Champl.....	100	J. & J.	Jan. '72 3	Second Avenue (N. Y.).....	50	J. & J.	Jan. '72 1
Clev., Col. & Ind.....	100	J. & J.	Jan. '72 31	Ohio and Mississippi.....	100	J. & J.	Jan. '72 3	Second & Third St. (Ph.).....	50	J. & J.	Jan. '72 1
Cleveland & Mahoning.....	50	J. & J.	Jan. '72 31	Old Colony & Newport.....	100	J. & J.	Jan. '72 3	17th & 19th streets (Ph.).....	50	J. & J.	Jan. '72 1
Cleveland & Pittsburg.....	50	J. & J.	Jan. '72 31	Oswego and Syracuse.....	100	J. & J.	Jan. '72 3	Sixth Avenue (N. Y.).....	100	J. & J.	Jan. '72 1
Col. Chic. & Ind. Cen.....	100	J. & J.	Jan. '72 31	Pacific of Missouri.....	100	J. & J.	Jan. '72 3	Third Avenue (N. Y.).....	100	J. & J.	Jan. '72 1
Columbus and Xenia.....	50	J. & J.	Jan. '72 31	Pennsylvania.....	100	J. & J.	Jan. '72 3	13th & 15th street (Ph.).....	50	J. & J.	Jan. '72 1
Colum. & Hocking Val.....	100	J. & J.	Jan. '72 31	Petersen and Indiana.....	100	J. & J.	Jan. '72 3	Somerville (Boston).....	100	J. & J.	Jan. '72 1
Concord and Ports.....	100	J. & J.	Jan. '72 31	Petersen and Newark.....	100	J. & J.	Jan. '72 3	South Boston.....	100	J. & J.	Jan. '72 1
Concord and Ports.....	100	J. & J.	Jan. '72 31	Petersen and Ramap.....	100	J. & J.	Jan. '72 3	Union (Boston).....	100	J. & J.	Jan. '72 1
Conn. & F. s. n. p. s. l. v. 1.....	100	J. & J.	Jan. '72 31	Pember & Hightstown.....	50	J. & J.	Jan. '72 3	West Philadelphia.....	50	J. & J.	Jan. '72 1
Cooperstown and Susq.....	100	J. & J.	Jan. '72 31	Pennsylvania.....	100	J. & J.	Jan. '72 3				
Cumberland and N. W.....	50	J. & J.	Jan. '72 31	Peoria & Bureau Val.....	100	J. & J.	Jan. '72 3				
Delaware.....	50	J. & J.	Jan. '72 31	Philadelphia and Erie.....	50	J. & J.	Jan. '72 3				
Del., Lackaw. & West.....	50	J. & J.	Jan. '72 31	Phil. Ger. & Norristown.....	100	J. & J.	Jan. '72 3				
Detroit & Milwaukee.....	100	J. & J.	Jan. '72 31	Phil. and Trenton.....	100	J. & J.	Jan. '72 3				
Dubuque & Sioux City.....	100	J. & J.	Jan. '72 31	Phila. W. & Balt.....	100	J. & J.	Jan. '72 3				
East Pennsylvania.....	50	J. & J.	Jan. '72 31	Pitts. Ft. W. & Chi.....	100	J. & J.	Jan. '72 3				
East Mahanoy.....	50	J. & J.	Jan. '72 31	Pitts. & Special Imp.....	100	J. & J.	Jan. '72 3				
Eastern (Mass.).....	100	J. & J.	Jan. '72 31	Portland and Komebec.....	100	J. & J.	Jan. '72 3				
Eastern (N. H.).....	100	J. & J.	Jan. '72 31	Portl. & Saco & Portem.....	100	J. & J.	Jan. '72 3				
Elmira, Jef. & Canand.....	50	J. & J.	Jan. '72 31	Providence and Worces.....	100	J. & J.	Jan. '72 3				
Elmira & Williamsport.....	50	J. & J.	Jan. '72 31	Raleigh and Gaston.....	100	J. & J.	Jan. '72 3				
Erie Railway.....	100	J. & J.	Jan. '72 31	Rensselaer & Saratoga.....	100	J. & J.	Jan. '72 3				
Erie and Pittsburg.....	100	J. & J.	Jan. '72 31	Roch. & Genesee Val.....	100	J. & J.	Jan. '72 3				
Fitchburg.....	100	J. & J.	Jan. '72 31	Rome, Watert. and Ogd.....	100	J. & J.	Jan. '72 3				
Georgia.....	100	J. & J.	Jan. '72 31	Rutland.....	100	J. & J.	Jan. '72 3				
Grand River Val. & guar.....	100	J. & J.	Jan. '72 31	St. Croix and Penobscot.....	100	J. & J.	Jan. '72 3				
Grand Trunk (Ca.).....	100	J. & J.	Jan. '72 31	St. L., Alt. & T. state.....	100	J. & J.	Jan. '72 3				
Great Western (Ca.).....	100	J. & J.	Jan. '72 31	Saratoga and Schenec.....	100	J. & J.	Jan. '72 3				
Manitowish & St. Joseph.....	100	J. & J.	Jan. '72 31	Schuylkill Valley.....	50	J. & J.	Jan. '72 3				
Hanover Branch (Pa.).....	50	J. & J.	Jan. '72 31	Seaboard and Roaroke.....	50	J. & J.	Jan. '72 3				
Harlem Extension.....	100	J. & J.	Jan. '72 31	Shamokin V. & Pottav.....	50	J. & J.	Jan. '72 3				
Harrisburg & Lancaster.....	50	J. & J.	Jan. '72 31	Shore Line.....	100	J. & J.	Jan. '72 3				
Hartford & New Haven.....	100	J. & J.	Jan. '72 31	South Branch (N. J.).....	100	J. & J.	Jan. '72 3				
Housatonic, pref.....	100	J. & J.	Jan. '72 31	South Carolina.....	100	J. & J.	Jan. '72 3				
Huntingdon & B'd Top.....	50	J. & J.	Jan. '72 31	South Western (Ga.).....	100	J. & J.	Jan. '72 3				
Illinois Central.....	100	J. & J.	Jan. '72 31	Staten Island.....	100	J. & J.	Jan. '72 3				
Indianapolis, Cin. & Laf.....	100	J. & J.	Jan. '72 31	Stockbridge and Pitts.....	100	J. & J.	Jan. '72 3				
Iowa Falls & Sioux City.....	100	J. & J.	Jan. '72 31	Stony Brook.....	100	J. & J.	Jan. '72 3				
Jefferson, Mad. & Ind.....	100	J. & J.	Jan. '72 31	Summit Branch.....	100	J. & J.	Jan. '72 3				
Joliet and Chicago.....	100	J. & J.	Jan. '72 31	Sussex (N. J.).....	100	J. & J.	Jan. '72 3				
Joliet & North Indiana.....	100	J. & J.	Jan. '72 31	Syr. Bingham & N. Y.....	100	J. & J.	Jan. '72 3				
Lake Shore & Mich. So.....	100	J. & J.	Jan. '72 31	Taunton Branch.....	100	J. & J.	Jan. '72 3				
Lawrence.....	50	J. & J.	Jan. '72 31	Terre Haute & Indiana.....	100	J. & J.	Jan. '72 3				
Leeds and Farmington.....	100	J. & J.	Jan. '72 31	Tol. Peo. & War. list pref.....	100	J. & J.	Jan. '72 3				
Lehigh & Susquehanna.....	100	J. & J.	Jan. '72 31	Tol. Wab. & West pref.....	100	J. & J.	Jan. '72 3				
Lehigh Valley.....	100	J. & J.	Jan. '72 31	Troy and Greenbush.....	100	J. & J.	Jan. '72 3				
				Utica and Black River.....	100	J. & J.	Jan. '72 3				
				Vermont and Canada.....	100	J. & J.	Jan. '72 3				
				Vermont and Mass.....	100	J. & J.	Jan. '72 3				

CANALS.

MISCELLANEOUS.

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest.		WHEN PAY- ABLE	Market Price	* Indicates that no interest is paid.		Amounts outstanding.	Interest.		WHEN PAY- ABLE	Market Price
			Rate.	Payable.						Rate.	Payable.		
National Securities Jan. 1, 1872.													
Loan of June 14, 1858	registered	\$6,045,000	5	Jan. & July.	1874	109 1/2		Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	
Loan of February 8, 1861	registered	13,955,000	5	"	1874	110		.. — Defense Loan Bonds.....	3,651,398	5	"	1883	103
.. .. coupon		4,686,000	6	Jan. & July.	1880	114 1/2		.. — Southern Relief Bonds.....	100,000	6	"	1873	
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	112		Massachusetts—State Scrip.....	324,000	5	Jan. & July.	74-75	
Loan of July 1, and Aug. 3, 1861	registered	124,985,150	6	Jan. & July.	1881	114 1/2		.. ..	275,000	5	April & Oct.	73-74	
.. .. coupon		64,336,050	6	"	1881	115 1/2		.. ..	320,000	5	May & Nov.	72-80	97 1/2
Loan of Feb. 25, 1862	(5-20s) registered	68,377,650	6	"	1882	110 1/2		.. ..	133,000	6	June & Dec.	72-77	108 1/2
.. .. coupon		352,651,300	6	May & Nov.	1882	110 1/2		.. — Union Fund Loan of 1861.....	3,000,000	6	Jan. & July.	71-76	
Loan of March 3, 1862	(5-20s) registered	53,366,750	6	"	1881	114 1/2		.. .. of 1863.....	600,000	5	"	77-78	
.. .. coupon		21,632,250	6	Jan. & July.	1881	115 1/2		.. — Coast Defense Loan.....	888,900	5	"	1883	
Loan of March 3, 1864	(5-20s) registered	2,492,500	6	May & Nov.	1884	110 1/2		.. — Bounty Loan of 1863.....	200,000	5	"	1883	98 1/2
.. .. coupon		40,924,350	6	May & Nov.	1884	110 1/2		.. .. of 1864.....	4,379,500	5	May & Nov.	1894	98 1/2
Loan of June 30, 1864	(5-20s) coupon	40,916,650	6	"	1884	110 1/2		.. .. (stg.).....	4,000,744	5	"	1894	
.. .. coupon		43,062,800	6	May & Nov.	1885	110 1/2		.. — War Loan (cur. 5-20 yr.).....	3,605,000	6	Mar. & Sept.	1886	100 1/2
.. .. coupon		120,254,900	6	"	1885	111 1/2		.. — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871	
.. .. coupon		63,463,050	6	Jan. & July.	1885	111 1/2		.. — T. & G. R. R. & Hoosac T. stg.....	3,606,580	5	"	88-90	97 1/2
.. .. coupon		166,226,050	6	"	1885	110 1/2		.. ..	966,500	5	"	91-98	97 1/2
.. .. coupon		91,160,000	6	Jan. & July.	1887	111 1/2		.. — Southern Vermont R. R.....	200,000	5	"	1890	
.. .. coupon		229,815,250	6	"	1887	112 1/2		.. — Eastern R. R.....	50,000	6	Jan. & July.	1871	
.. .. coupon		12,906,500	6	Jan. & July.	1887	111 1/2		.. — Norwich & Worcester.....	400,000	6	"	1877	
.. .. coupon		26,659,550	6	"	1888	112 1/2		.. — Bos. Hartf. & Erie (stg.).....	3,599,024	5	"	1900	
.. .. coupon		138,635,050	6	Mar. & Sept.	1904	107 1/2		Michigan—Renewal Loan Bonds.....	160,000	6	"	1878	
.. .. coupon		56,532,250	5	"	1904	110 1/2		.. — Two Million Loan Bonds.....	1,621,000	6	"	73-83	
Consols of July 14, '70 & Jan. 20, '71 registered	coupon	88,684,400	5	F. M. A. & N.	1881	109		.. — War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	
.. .. coupon		8,313,250	5	"	1881	110 1/2		.. — Sault St. Marie Canal Bonds.....	56,000	6	Jan. & July.	1879	
Consols registered			4 1/2	F. M. A. & N.	1886			Minnesota—State Building Loan Bonds.....	250,000	6	Jan. & July.	77-79	
.. .. coupon			4 1/2	"	1886			.. — Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	
.. .. coupon			4 1/2	F. M. A. & N.	1901			.. — Railroad Loans Bonds.....	2,275,000	7	"	1883	
Dem. Cer. of Mar. 2 '67, and July 25 '68, (cur.)		23,025,000	3	"	1901			Mississippi—State Bonds (for banks).....	2,000,000	6	"	41-71	
Navy Pension Fund of July 23, 1868.....(cur.)		14,000,000	3	"	1875			Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	
Certificates of Indebtedness 1870.....(cur.)		673,000	3	"	1875			.. — Interest Bonds of 1868.....	2,727,000	6	"	1888	
Pacific R. R. Bonds.....(currency)		64,618,832	6	Jan. & July.	96-99	115 1/2		.. — Railroad Loans.....	13,112,000	6	"	74-90	95
U. S. Notes and Fractional Currency.....		398,360,679	nil.	"				.. — South Pacific guar.....	1,589,000	7	"	1876	79
								.. — Hannibal and St. Joseph.....	3,000,000	6	"	73-87	92 1/2
State Securities, Interest dates.													
Alabama—State Bonds (original).....		168,000	5	May & Nov.	1872	65		Nebraska—(No Debt).....		15	Jan. & July.	1872	
.. .. (extended).....		2,414,800	5	"	83-86			Nevada—State Loan Bonds.....	500,000	15	"	71-78	
.. .. (sterling).....		685,000	6	June 1.	1870			.. .. of Sept. 1, 1864.....	899,200	6	Mar. & Sept.	84-89	100 1/2
.. .. (extended).....		82,500	6	Jan. & July.	1886			.. .. of Oct. 1, 1865.....	600,000	6	April & Oct.	71-74	100
.. .. (new).....		712,800	5	"	1886			New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	71-84	100
.. .. (new).....		1,316,700	5	"	86-88	95		.. .. of 1863 (free).....	1,002,900	6	"	86-90	10 1/2
Arkansas—State Bonds (refunded).....		3,000,000	6	Jan. & July.	1899	54		.. .. of 1864.....	593,400	6	"	97-02	
.. .. (Aid R. R.'s).....		3,000,000	7	April & Oct.	1900			New York—Bounty Fund Stocks.....	1,478,000	7	"	1877	106 1/2
California—Civil Bonds of 1857.....		2,138,000	7	Jan. & July.	1877	108 1/2		.. .. Bonds.....	21,089,000	7	"	1877	107
.. .. 1860.....		138,500	7	"	1880			.. — General Fund Stocks.....	1,910,682	6	J. A. J. & O.	pleas.	
.. — Relief Fund Bonds of 1863.....		424,500	7	"	1883			.. ..	800,000	6	"	1878	
.. — Bounty Fund Bonds of 1864.....		805,000	7	"	1884			.. ..	348,000	5	"	pleas.	
.. — Central Pacific R. R. Loan of 1865.....		1,500,000	7	"	1885			.. ..	900,000	5	"	1875	
Connecticut—War Bonds of 1861, (10-20s).....		5,927,000	6	Jan. & July.	81-82	98 1/2		.. — Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. .. of 1863, (20s).....			6	"	1883	100 1/2		.. ..	6,160,100	6	"	1873	107
.. .. of 1864, (10-20s).....			6	April & Oct.	1884	101		.. ..	2,009,000	6	"	1874	103
.. .. of 1865, (20s) free.....			6	"	1885			.. ..	473,000	6	"	1875	
.. .. (various) registered		867,500	6	Various.	Var.			.. ..	880,000	6	"	1877	
Florida—State Bonds 1865.....		300,000	6	Jan. & July.	1898			.. ..	1,106,420	5	"	1874	
.. .. 1869.....		200,000	6	"	1889			North Carolina—State Bonds for R. R. (old).....	4,738,800	6	Jan. & July.	71-91	32 1/2
.. — Railroad Loans \$10,000 per mile.....		1,023,000	6	Various.	71-74			.. .. (old).....	5,839,400	6	April & Oct.	71-91	
Georgia—W. & Atl. R. R. 1841 to 1844.....		273,000	7	Various.	72-74	83 1/2		.. — State Bonds for R. R. (new).....	2,825,000	6	Jan. & July.	92-98	15 1/2
.. .. 1842 to 1845.....		800,000	6	Feb. & Aug.	78-86	83 1/2		.. .. (new).....	1,750,000	6	April & Oct.	92-98	
.. — Atl. and Gulf R. R. 1858 to 1860.....		3,700,000	7	Jan. & July.	1886			.. — Funding & C. Bonds of '66-'68.....	1,821,400	6	Jan. & July.	1899	24
.. — Bonds (Act March 12, 1865).....		980,695	6	"	1877	100 1/2		.. ..	11,407,000	6	April & Oct.	1899	11
Illinois—Interest Bonds of 1847.....		134,311	6	"	1877			Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	
.. — Stock of 1867.....		348,000	6	"	Var.			.. ..	1,800,000	6	"	1875	
.. — Refunded Stock Bonds.....		45,000	6	"	1879			.. ..	4,095,309	6	"	1881	104 1/2
.. — Normal University Bonds.....		103,000	6	Mar. & Sept.	1879			.. ..	2,400,000	6	"	1886	103 1/2
.. — Thornton Loan Bonds.....		416,800	6	Jan. & July.	1879			.. — Union Loan (Columbus).....	368,975	6	May & Nov.	1871	
Indiana—State Bonds.....		204,000	6	May & Nov.	1885			.. ..	178,166	7	Jan. & July.	74-84	
.. — War Loan Bonds.....		300,000	7	Jan. & July.	1881			Oregon—Relief and Bounty Bonds.....	92,850	5	Feb. & Aug.	1872	97
Iowa—War and Defense Bonds of 1861.....		100,675	6	"	83-84			Pennsylvania—Redemption Loan of 1867.....	4,731,300	6	"	1872	162
Kansas—State Bonds.....		1,059,500	7	"	76-89			.. ..	90,400	6	"	1877	96
.. .. military.....		176,000	6	"	1889			.. ..	7,890,550	6	"	1877	116 1/2
Kentucky—State Bonds of 1841-42.....		913,000	6	April & Oct.	1873	99 1/2		.. ..	728,950	6	"	1882	96
.. .. of 1843.....		160,000	5	"	1873			.. ..	9,237,050	6	"	1882	109
.. .. military.....		309,300	5	Various.	1895			.. — Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
Louisiana—Charity Hospital.....		86,000	5	Mar. & Sept.	1872			.. — Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101 1/2
.. — State Bonds, general.....		750,000	6	Jan. & July.	1893	68		.. — State Stocks (old).....	384,000	5	Jan. & July.	1882	
.. — Railroad Bonds.....		561,000	5	Various.	70-79			.. .. (old).....	3,377,000	5	Feb. & Aug.	77-78	104
.. — Levee Bonds 1865.....		2,052,000	8	Various.	83-06	69		.. ..	112,000	4 1/2	Jan. & July.	1882	
.. .. 1867.....		4,000,000	8	May & Nov.	1907	62 1/2		Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. .. 1870.....		3,000,000	8	Mar. & Sept.	1875	85		.. .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — Funded coupons 1866.....		997,300	6	Jan. & July.	86-88			.. .. of 1864.....	239,000	6	April & Oct.	1883	
.. — Funded Floating Debt.....		3,000,000	6	May & Nov.	1910	62		.. ..	841,000	6	Feb. & Aug.	1894	
.. — Ship Canal Bonds of 1869.....		474,000	7 1/2	Mar. & Sept.	1899			.. ..	3				

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B. C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	94
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg P.d. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	100½	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	100	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds " "	1,999,380	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Allegheny Valley:							Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	92	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	103
1st Mortgage, Eastern Extension	48,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95
Special Bonds to State of Penn.	3,500,000	6	"	"	....	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	99
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscongin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	108
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.54..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	90
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	94
1st Mortgage tax free..... gold	15,000pm	7*	Jan. & July.	New York.	1900	82½	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	97
1st Mortgage tax free, 1870.. gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	1st Mortgage of 1863.....	490,000	7	Jan. & July.	Philadelphia.	1873	95
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1864.....	500,000	7	April & Oct.	"	1879	85
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	81½
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	282,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota (H.C.):						
Land Mort. (500,000 acres)..... gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mortgage (So. Pacific)..... gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund).....	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89½
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Loan of 1865, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	94	Central of New Jersey:						
Loan of 1860.....	579,500	6	"	"	1880	90½	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	101
Loan of 1855.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	108½
Loan of 1870..... sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1885 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$5,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage..... gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	112½
Bangor and Piscataquis:							Subordinate Loan (1st by State)	1,500,000	7*	"	"	1885	....
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	101
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Chileston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895	....
1st Mort. guar. by M.C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	16,000,000	6*	May & Nov.	New York.	1900	94
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (") ..	186,500	6	"	"	1872	....
2d Mortgage } Camden and	495,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (") ..	901,000	6	"	"	1884	....
3d Mortgage } Amboy.	745,000	6	Feb. & Aug.	"	1887	84	Income.....	300,000	8	"	"	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'76-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	"	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	'89-'90	85	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	90	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	105
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	36½	2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cin.:						
Chicago, Dubuque & Minnesota:							1st Mortgage for \$1,000,000.....		7		New York.	18—	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	92	Columbus and Xenia:						
Chicago and Illinois Southern:							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont:						
Chicago, Iowa and Nebraska:							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	"	1880	95	Connecticut and Passumpsic Riv.:						
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	94 1/2
Chicago & Milwaukee (C. & N.W.):							Notes payable, coupon tax free.	559,429	7	"	"	1876	99 1/2
1st Mortgage on 45 miles guar....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River:						
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	95	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern:							Connecticut Western:						
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	165	1st Mortgage.....	81,500	7		Hartford.	18—	....
Interest (f'ded coup.) b'ds (193m.).	755,000	7	May & Nov.	"	1883	94	Connecting (Philadelphia):						
1st Mortgage General (193 m.)....	3,588,000	7	Feb. & Aug.	"	1885	101	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89 1/2
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Contoocook River:						
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	1st Mortgage.....	30,000	6		Boston.	18—	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	107	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	100 1/2	Coun. Bluffs & St. J. K. St. J. & C. B.)						
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	"	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line).	135,000	7	"	"	1878	....	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	Covington and Lex. (Ky. Cen.):						
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	94	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage.....	297,000	10	"	"	1871	....	2d Mortgage March 1863.....	844,000	7	"	"	1883	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Cumberland Coal and Iron:						
3d Mort. (") 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Chi. & Mil. R. W.) 85m	1,135,000	7	Jan. & July.	"	1898	95	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	1888	....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
1st Mort. (Mad. Ext.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Cumberland Valley:						
1st Mort. (Men. Ext.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore:							2d Mortgage.....	109,500	8	"	"	1908	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85 1/2	Plain bonds.....	81,800	8	Jan. & July.	"	1894	....
Chicago, Pekin & Southwestern:							Dunbury and Norwalk:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	103	Danv., Hazleton & Wilkesbarre:						
Chi. & Southwestern (C. R. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	Davenport and St. Paul:						
Chillicothe & Brunswick (N.Mo.):							1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Dayton and Michigan:						
Cincinnati, & Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	....
2d Mortgage of 1865.....	600,000	7	Jan. & July.	"	1885	....	Dayton and Union:						
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cinc. and Indiana (C. La. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Income Bonds.....	252,445	6	"	"	1879	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877-97	....	Dayton and Western:						
Cincinnati and Indianapolis Junc:							1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	433,000	6	"	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Decatur & E. St. Louis (T. W. & W.):						
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati, Lafayette and Chi.:							Decatur, Sullivan and Mattoon:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & La.):							Delaware:						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati, Richmond & Chicago:							Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
Cincinnati, Sandusky and Clev.:							Exten. (Ref. to Delmar) bonds.....	100,000	6	"	"	1880	....
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83 1/2	Delaware, Lackawanna & Western:						
1st Mort. (San. Day. and Cin.)....	988,000	6	Feb. & Aug.	Boston.	1900	77 1/2	1st Mort. (Lack. & Western)....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (San. City and Ind.)....	350,000	7	March & Sept.	"	1877	91 1/2	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	105
Cincinnati and Zanesville:							2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	100
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Denver Pacific:						
Clev. Col. and Cinc. (C. C. & I.):							1st Mortgage (Land grant).....gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1871-84	....	Des Moines Valley:						
Clev. Col. Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	102	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mort. (C. C. and C. R. R.)....	365,000	7	June & Dec.	"	1871-84	....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (Bell. and Ind. R.R.)....	646,000	7	Jan. & July.	"	1870-95	....	Detroit, Hillsdale and Indiana:						
Cleveland and Mahoning:							1st Mort. (16,000 p. m.)... guar.	1,080,000	8	June & Dec.	New York.	1890	88 1/2
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Lansing & L. Michigan:						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	....	1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	"	1879	....
Clev., Mt. Vernon and Delaware:							2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	"	1880	....
1st Mort. for \$1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....	Detroit and Milwaukee:						
Clev., Painesv. & Ash. (L. Shore):							1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96	2d Mortgage.....	1,000,000	8	"	"	1875	....
2d Mortgage (registered).....	1,000,000	7	"	"	1880	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
Cleveland and Pittsburg:							Bonds of June 30, 1883, (2500).....	1,916,639	6	"	NY & Detroit.	1886	....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Bonds of Sept. 1, 1886.....	300,000					

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1885	108 1/2
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,765	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	90	Hackensack & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	" & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	135,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	93	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	92 1/2
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	98 1/2	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	98 1/2	Fifteen years' bonds.....	1,095,000	8	" "	" "	1885	98
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	90	1st Mort. (Q. and Palmyra R.R.):	1,000,000	8	Feb. & Aug.	" "	1892	97 1/2
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.):	1,200,000	10	Jan. & July.	" "	1892	109 1/2
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	105
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,000	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94 1/2	1st Mortgage of Jan. 1, 1880.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	60 1/2	Harrisburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	91 1/2
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	102 1/2	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	98	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	98 1/2	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	93 1/2	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
5th Mortgage convertible.....	925,000	7	June & Dec.	" "	1888	91	Hastings and Dakota:						
Buffalo Branch 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (\$1,000,000) conv.	4,544,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,900	7	Jan. & July.	" "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
Bigor R.R., 1st on 66m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Win. 45 m	2,000,000	6	" "	" "	1899	....	1st Mortgage L.G. skg fund. gold	3,400,000	7	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106 1/2
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	103
Consolidated Mortgage.....	....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101 1/2
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,062,000	7	April & Oct.	" "	1895	51
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	102 1/2
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South. Iowa (T. W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West:						
Fonda, Johnston & Gloverville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1880	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Ft. W. Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W. Muncie & Cin. (F. W. J. & S.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68 1/2
Galena & Chic. Union (C. & N. W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	107	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100 1/2	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							1st Mortgage.....	397,000	7	May & Nov.	New York.	1882	....
Bonds (various).....	651,000	7	Jan. & July.	Augusta.	'71-'86	....	Indianapolis & Vincen. (Pa. R.R.):						
Goshen and Deerpark (Erie):							1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
Gr. Rapids & Indiana (P.F.W. & C.):							Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage guar half yr.....	4,000,000	7	Jan. & July.	New York.	1897	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
1st Mortgage half year.....	4,000,000	7	April & Oct.	" "	1899	....	2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
Grand Trunk (Ca.):							Iowa Falls & Sioux City (Ill. Cen.):						
1st Preference Bonds £2,763,325.	13,516,625	5	Jan. & July.	London.	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	79 1/2
2d Preference Bonds £1,610,284.	8,051,320	4	" "	" "	....	....	Iowa Midland (C. & N. W.):						
3d Preference Bonds £758,510.	3,792,550	4	" "	" "	....	....	1st Mort. of Aug. 1, 1870 guar.....	18					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	95
1st Mortgage (Ind. & Mad. guar.)	197,000	7	May & Nov.	"	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900	03
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	....	1st Mort. (Hazleton R.R.) of 1862	182,000	6	April & Oct.	"	1872	....
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage sfg fund guar.....	410,000	8	Jan. & July.	New York.	1882	108	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (.....)	433,000	6	"	"	1905	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90	1st Mortgage.....	.....	7*	"	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (LS & MSO.):							Logansport, Crawf. & S'wstn Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	90	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (LS & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & W. Pigeon (LS & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	"	"	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N. Y. & Bos'tn.	1890	....	Louisville, Cin. and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. (.....)	150,000	10	"	"	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900	....
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	1880	....
2d Mort. (.....)	539,500	8	June & Dec.	"	1874	91	Louisv. Loan (.....)	100,000	6	"	"	1881	....
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874	....
1st Mort. (.....)	1,500,000	7	"	"	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	1887	....
1st Mort. on R.R. 254 m.....gold	4,083,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1887	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	"	"	1876	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	1871-76	....	1st Mortgage (Bardonia Br.).....	1,000	7	Jan. & July.	"	1870	....
1st M. on R.R. 245 m. & 3,000,000	6,500,000	7	May & Nov.	"	1899	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	"	1890-95	....
2d M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	"	1893	....
3d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	95-97	....	Consolid. mort. of April 1, 1868.	5,500,000	7	"	"	1898	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	"	1910	....	Lowell & Lawrence (B. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1879-90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889	....
2d Mortgage March 1863.....	844,000	7	"	"	1883	....	3d Mort. of 1870 endorsed by State.	1,000,000	7	May & Nov.	"	1890	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1886	....	Equipment Mortgage.....	150,000	.....			
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	"	"	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1885	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1890-'91 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	1870-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	"	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	1st Mort. (Bto P. & Ken.) exch. 7s.	577,000	6	"	"	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	2d Mort. (Penob. & Ken.).....	169,500	6	Feb. & Aug.	"	1870	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	Mansfield & Framingham (B.C. & F.):						
La C. Trempealeau & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
1st Mortgage, guaranteed.....	800,000	7	"	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	8	"	New York.	....	....	2d Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	97
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	....
1st Mortgage.....	1,500,000	8	"	New York.	....	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	10
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....	Baltimore Loan to Union R.R.	20,000	7	"	Baltimore.	....	....
Lake Shore & Michigan So.:							Marietta and Pittsburgh:						
Sunbury B'ds (CP & ARR 95tm)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1859.....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1836	....
Regis. Bonds (.....)	1,000,000	7	"	"	1880	....	Marquette and Ontonagon:						
3d Mortgage (.....)	1,000,000	7	April & Oct.	"	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	....	Maryland and Delaware:						
S. Fund Bonds (LS & MSol 1013m)	2,000,000	7	"	"	1879	96	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
Consol. M. reg. (.....)	597,000	7	J. A. J. & O.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Consol. M. coup. (.....)	63,000	7	Jan. & July.	"	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. RR 521m)	5,255,000	7	May & Nov.	"	1885	....	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. (.....)	2,693,000	7	"	"	1877	104	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (June R.R. 494 m.).....	115,000	7	June & Dec.	"	1872	....	Tenn. Loan.....	1,864,387	6	"	"	1860	....
S. Fund, (Clev. & Tol. R.R. 1024m)	2,014,000	7	Jan. & July.	"	1885	....	Wemphiss and Little Rock:						
M. of '66 (.....)	864,000	7	April & Oct.	"	1886	....	1st Mort. (R.R. & 125,000 acres).	1,300,000	8				

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Midland Pacific:								Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$800,000	7	Jan. & July.	New York.	1891	....
Midlin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville							
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C.&N.W.):							New Bedford and Taunton:							
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
2d Mortgage.....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:							
Mil. & Prairie du Chien (M.&St.P.):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):							
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:							
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94 1/2	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:							
1st Mort. (Iowa and Minn. Div.)...	2,922,000	7	Jan. & July.	"	1897	88 1/2	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	1898	....	New Haven and Darby:							
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1898	95	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	110 1/2	New H., Middle'n & Williman.: 1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	98	2d Mortgage for \$1,500,000.....	400,000	6	Jan. & July.	"	1891	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	New H. & Northampton (Canal).							
Income Mortgage.....	20,000	7	Jan. & July.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	New Jersey (Pennsylvania):							
Real Estate Purchase.....	148,500	7	various.	"	....	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Incumbrances assumed.....	38,073	7	"	"	....	....	2d Loan.....	450,000	6	"	"	1878	....
Mineral Point:							3d (State Loan).....	1,000,000	6	"	"	1887	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	New Jersey Midland (N.Y. & O.M.):							
Minnesota and North Western:							1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	2d Mortgage.....currency	400,000	7	"	"	1891	....
Mississippi Central:							New Jersey Southern:							
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70	
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	New Jersey West Line:							
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	1st Mort. for \$3,000,000.....gold	....	7*	May & Nov.	New York.	1900	....
Mississippi, Ouachita & Red Riv.:							New London Northern:							
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1 and Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	45	1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Mississippi and Tennessee:							New O. Baton-Rouge & Vicksb'g:							
1st Mortgage of April 1, 1886.....	600,000	7	April & Oct.	New York.	1876	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	"	'81-'93	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							N. Orleans, Jackson & Gt. North.							
1st Mortgage.....	17,000pm	7	"	"	....	....	1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
Mississippi, Iowa & Nebraska:							2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st Mort. of June 1, 1870.....gold	....	7*	June & Dec.	New York.	1910	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	"	1890	....
Missouri, Kansas and Texas:							City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. R.R. & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1889	....	New Orleans, Mobile and Texas:							
1st M. (Tebu & Nesho)S.F.gold	2,000,000	7*	June & Dec.	"	1903	....	1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	"	"	1915	....
Missouri River, Ft. Scott & Gulf:							2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90	New Orleans and Selma:							
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	91	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
Missouri Valley (K.U.S. J.&C.B.):							New York and Boston:							
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mortgage.....	1,000,000	7*	"	"	1893	....	New York Central:							
Mobile & Alabama Grand Trunk:							Debt Certif. & Premium Bonds.	5,926,626	6	May & Nov.	New York.	1883	66	
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	11 1/4	
Mobile Loan \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
Mobile and Girard:							Bonds for railroad stocks.....	592,000	6	"	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for real estate.....	162,000	6	"	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds and mortgages for R. E..	22,800	7	various.	"	var.	....
Plain Bonds.....	33,500	7	"	"	....	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
Mobile and Montgomery:							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	93	
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	"	1870	....
Mobile and Ohio:							2d Mort. (") S. F.	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
1st Mortgage.....Sterling	3,000,000	6*	"	"	1882	....	Conv. B'ds (")	8,000	7	"	"	1867	....
Interest bonds (10 years).....	803,700	8	"	"	1878	....	New York and Fort Lee (Erie):							
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Interest bonds sterling.....	755,400	6*	"	"	1883	....	New York & Flushing (F.&N.S.):							
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	135,000	7	"	"	1876	....
Montgomery & Erie (Erie):							New York and Harlem:							
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102	
Montgomery and Eufala:							4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1868, endorsed..	640,000	8	March & Sept.	New York.	1886	....	Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	"	1893	93	
1st Mortgage of 1870, endorsed..	300,000	....	June & Dec.	"	1900	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Montgomery & West Point (Wtn)							Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
Mortgage of 1866.....	16,000	8	Jan. & July.	New York.	Due.	....	N. York, Housatonic & Northern:							
1st Mortgage.....	450,000	8	"	"	18.0	....	1st Mortgage.....	141,500	7	"	"	1889	....
1st Mortgage.....	298,000	8	"	"	1876	....	New York and New Haven:							
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97	
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....	New York & Oswego Midland:							
Montreal & Champlain:							1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	New York, Providence & Boston:							
2d Mortgage.....	370,000	8	"	"	1879	....	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
Morris and Essex:							1st Mortgage.....	80,000	6	"	"	1878	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	191									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1896	93 1/2	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91 1/2
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98 1/2	1st Mortgage	1,800,000	7 1/2	May & Nov.	New York.	1899	....
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:						
2d Mortgage	1,240,000	7	May & Nov.	"	1896	97	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96 1/2
Northern Central:							1st Mortgage	1,500,000	7	"	"	1900	....
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage	1,225,000	6	April & Oct.	"	1900	86	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. R.R.)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (C.R. & P.):						
Consol. Mort. of July 1868	2,019,000	6 1/2	"	"	1900	91 1/2	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage	1,500,000	7 1/2	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdy):						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
3d Mortgage	140,000	6	"	"	1885	91	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed	100,000	6	"	New York.	1886	....
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds	59,000	7	June & Dec.	"	1874	....	Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds	46,900	7	Feb. & Aug.	"	1870	....	Mortgage Bonds	25,500	7	"	"	1865	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds	266,500	8	"	"	79-98	....
New bonds of 1870	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.						
Nyack and Northern:							1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,867	6 1/2	May & Nov.	London.	1873	....	1st Mortgage	5,000,000	6 1/2	March & Sept.	Philadelphia.	1881	92 1/2
1st Mortgage (") dollar	51,000	7	"	New York.	1873	....	2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88 1/2
Ogdensburg and Lake Champlain:							3d Mortgage	3,598,000	6	"	"	1920	....
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie)	1,000,000	6 1/2	April & Oct.	"	1877	99 1/2
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment Mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99 1/2	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
2d Mortgage (W. Div.)	850,000	7	"	"	1872	....	Debenture Loan of 1868	1,121,000	6	"	"	1893	85
3d Mortgage (W. Div.) conv.	534,000	7	"	"	1874	86	Debenture Loan of 1870	2,025,000	7	"	"	1890	....
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1867, conv.	143,500	6	"	"	1886	....
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49	1,521,000	6	"	"	1880	82
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103 1/2
Consolidated Mort. (sterling)	101,530	7	"	London.	1898	....	Sterling Loan of 1836	182,400	5 1/2	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843	978,800	6 1/2	"	"	1880	....
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86	Sterling Loan of 1836	288,000	7 1/2	"	"	72-7	....
1st Mortgage	500,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage	200,000	7	Jan. & Dec.	"	1871	....	Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....	Plain Bonds	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage	819,000	7	"	"	1888	82 1/2	Plain Bonds	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds	1,000,000	6	"	"	1887	....
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102 1/2	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds	1,000	6	March & Sept.	"	1874	9 1/2	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds	485,000	6	April & Oct.	"	1875	96 1/2	2d Mort. conv. (Steubent. & Ind.)	5,820,000	6	March & Sept.	"	76 1/2	....
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94 1/2	Pittsburg & Connellsville (B. & O.):						
Plain Bonds	34,000	6	"	"	1884	....	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90 1/2
Omaha and Southwestern:							2d Lien Balt. Loan	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80 1/2	1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86	1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83	1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....
Va. State Loan	249,962	7	"	"	1893	....	1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
Osage Valley & Southern Kansas:							1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	108
Oswego and Rome (R. W. & O.):							2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J)	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series K)	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	70-80	....	2d Mortgage (Series L)	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed	375,000	7	"	"	1885	....	2d Mortgage (Series M)	860,000	7	June & Dec.	"	1912	....
Ottawa, Osw. & Fox R.V. (O.R. & Q.):							3d Mortgage	2,000,000	7	April & Oct.	"	1912	92 1/2
1st Mort. traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....	Construct'n bonds of Jan. 1, 1900	100,000	7	Jan. & July.	"	1877	....
Pacific Mo.:							Port Huron & Lake Michigan:						
1st Mort. construction (Dreaden)	74,000	6 1/2	Feb. & Aug.	New York.	1880	....	1st Mortgage of May 1, 1869	1,500,000	7 1/2	May & Nov.	New York.	1899	....
1st Mortgage	7,000,000	6 1/2	Jan. & July.	"	1880	99 1/2	Portland and Kennebec:						
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....	1st Mort. (K. & P. R. R.) 1861-'61	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	71-73	....	Funded Int. bonds Oct. 1, 1863	22,648	6	"	Boston.	1883	....
Panama:							Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1895	....
Sterling Bonds £152,775 at													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	1st Mortgage (Sav. & Char. R.R.)	\$408,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873	....	Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880	....	1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887	....	Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886	....	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890	....	Schuykill and Susquehanna:						
1st Mortgage (G.F.Br.) assumed.	125,000	7	Jan. & July.	"	1894	....	1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880	....	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1866	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	77	Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	76-90	....	1st Mortgage.....	210,000	7	"	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	73-75	....	Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-76	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,459	6	"	Richmond.	var	....	Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var	....	1st Mortgage (3d series).....	796,850	6	various.	"	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80	....	2d Mortgage.....	6,000,000	7	"	"	....	....
Richmond and York River:							Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898	....	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76	....	1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenango and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....	1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, H. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....	1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensb.:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	1898	....
1st Mortgage (general) Skg Fund	632,500	7	June & Dec.	New York.	1891	....	Sioux City and St. Paul:						
1st Mort. (W. & R.) Skg Fund....	796,900	7	March & Sept.	"	1880	....	1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	72-74	....	Somerset (Me. Central):						
Routout and Oswego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	83	Domestic Bonds (H) 1890-97....	306,500	7	April & Oct.	Charleston.	71-72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	97	Domestic Bonds (G) 1892-97....	342,500	6	Jan. & July.	"	73-74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	88-91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep. '66	76,000	6	Jan. & July.	"	80-92	....
2d Mort. conv. into com. stock..	67,000	7	"	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	71-91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	....
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....	2d Mort. (").....	200,000	7	"	"	1890	....
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	339,500	8	June & Dec.	"	1874	01	2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 109m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'y 14, 70, free	5,600,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg fd....	1,100,000	7	Jan. & July.	New York.	1894	69	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	93
1st Mortgage (Series B) skg fd....	1,100,000	7	April & Oct.	"	1894	....	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)...	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	....
2d Mortgage preferred (Series D)...	1,400,000	7	May & Nov.	"	1894	....	1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	....
2d Mortgage Income (Series E)...	1,700,000	7	"	"	1894	78	4th Mortgage, consol. 3d pref....	458,100	6	"	"	84-90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Conn. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901	....	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864....	2,365,000	7	April & Oct.	New York.	1894	96	1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 18 8.....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000, gold		6*	Jan. & July.	New York.	1901	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901	....	Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....	2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	94-96	....	Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....	Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & L.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....	1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887	....	Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....	Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	....	1st Mortgage.....	850,000	7	"	New York.	1874	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	94	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	93	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	82	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	100	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st M. L. G. stg. conv. £800,000.	4,000,000	7	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	94	Wicomco and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)....	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.)....	600,000	7	"	"	1883	86	Williamston and Tarboro':						
Consol. M. (T. W. & W. 500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	90	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	90	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	91
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	....	87
1st Mortgage, tax free.....	27,237,000	6	Jan. & July.	N.Y. & Boston	'95-'99	92	2d Mortgage.....	12,000 pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87							
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....						
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,039,180	6	Jan. & July.	Philadelphia.	1886	94
Union Pacific, E. D. (see K. Pac.):							Chesapeake and Ohio:						
Union Pacific, S. Br. (M. K. & T.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1899	....	Sterling Loan guaranteed.....	4,375,000	5	"	London.	1890	....
Union and Titusville:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware Division (L.C. & W.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Hudson:						
Vermont Central:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	87	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
2d Mortgage.....	1,500,000	7	"	"	1891	35	Delaware and Raritan (See Cam						
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	'76-'77	100	den and						
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Erie of Pennsylvania:						
Stantead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Guar. Stock (Vt. & Ca.).....	2,000,000	8	June & Dec.	"	....	....	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Vermont and Massachusetts:							Lehigh Coal and Navigation:						
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	2,000,000	6	"	"	1897	83
Vermont Valley (Vt. Central):							Gold Loan.....	5,000,000	6	June & Dec.	"	1897	100
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6	"	"	1894	88
1st Mortgage.....	114,000	6	"	"	1860	....	Convertible Loan.....	1,996,879	6	"	"	1877	87
1st Mortgage.....	296,200	7	"	"	1860	....	Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	....
General Mort., 1st series (red)....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	Morris (and Banking):						
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	92
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	2d Mortgage.....	286,000	6	"	"	1876	80
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	91
Vineland:							Dividend Scrip.....	103,164	7	— & —	"	....	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Pennsylvania:						
Virginia Central see "Ches. & O."							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Virginia & Tennessee (A.M. & O.):							Schuylkill Navigation:						
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage.....	4,000	6	"	"	1869	76	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	79
3d Mortgage.....	990,000	6	"	"	1884	....	Plain Bonds.....	171,354	6	"	"	1876	81
Income Mortgage.....	113,000	6	"	"	1886	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
4th Mortgage.....	846,000	8	"	"	1900	88	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Registered Certificates.....	116,129	8	"	"	1880	....	Boat and Car Loan 1864.....	633,650	7	"	"	1889	75
Interest Funding Bonds.....	204,200	8	"	"	1880	....	Susquehanna (S. & Tide Water):						
Walkill Valley (20,000 per mile):							1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	76
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	700,000	6	"	"	1885	....
Ware River (N. & N.):							3d Mortgage stg.....	872,667	6	"	"	1878	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	Tide-Water (Susq. & Tide-W.):						
Warren (D. L. & W.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	300,000	6	"	"	1885	....
Warwick Valley (Erie):							3d Mortgage.....	436,333	6	"	"	1878	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Union:						
Washington and Ohio:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	16
1st Mortgage 1868 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....	West Branch and Susquehanna:						
Watertown & Rome (R.W. & O.):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Sinking Fund.....	798,900	7	"	"	1880	....	3d Mortgage.....	13,000	6	"	"	1868	....
Westchester and Philadelphia:							Wyoming Valley (Penna.):						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	1st Mortgage, assumed by Pa.....	600,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (8s compromised)....	557,400	6	April & Oct.	"	1878	....						
Western Alabama:							MISCELLANEOUS.						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:						
1st Mortgage (before consol.)....	600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97
1st Mortgage (M. & W. Point R.R.)	750,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:						
Western (B. & Albany):							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	....
Sterling Bonds.....	1,619,520	5	April & Oct.	London.	1871	....	Pennsylvania Coal:						
Albany Loan (A. & W. Stebbidge)	500,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Dollar Bonds.....	758,500	6	April & Oct.	"	1875	98	Long Dock:						
Western Maryland:							Mortgage Bonds, guaranteed...	2,500,000	7	June & Dec.	New York.	1872	94
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	84	Mariposa:						
2d Mortgage preferred.....	600,000	6	"	"	1890	70	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	92	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	91	Quicksilver:						
Western North Carolina (E.D.):							1st Mortgage.....	500,000	7	June & Dec.	New York.	1873	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879	....
Western Pennsylvania (Penn.):							Western Union:						
1st Mortgage (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	80	1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....	2d Mortgage.....	89,500	7	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running debts (—) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.									
Property and Assets.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Liabilities.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Operations.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Earnings.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Value of Shares.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Dividends.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Net.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Gross.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Market.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Par.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
P. c.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Mileage.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Rolling Stock.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Income.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Debts.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Dividends.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Net.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Gross.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Market.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Par.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
P. c.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Mileage.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Rolling Stock.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Income.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Debts.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Dividends.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Net.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Gross.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Market.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Par.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
P. c.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Mileage.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Rolling Stock.									
Years ending.	Railroad.	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engine.	Pass.	Freight.	Rolling Stock.
Income.									

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained."*

[illegible]

Dec. 31, 1870	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000
Lykens Valley	150	227	390	531	683	831	983	1,135	1,287	1,439	1,591	1,743	1,895	2,047	2,199	2,351	2,503	2,655	2,807	2,959	3,111	3,263	3,415	3,567	3,719	3,871	4,023	4,175	4,327	4,479	4,631	4,783	4,935	5,087	5,239	5,391	5,543	5,695	5,847	5,999	6,151	6,303	6,455	6,607	6,759	6,911	7,063	7,215	7,367	7,519	7,671	7,823	7,975	8,127	8,279	8,431	8,583	8,735	8,887	9,039	9,191	9,343	9,495	9,647	9,799	9,951	10,103	10,255	10,407	10,559	10,711	10,863	11,015	11,167	11,319	11,471	11,623	11,775	11,927	12,079	12,231	12,383	12,535	12,687	12,839	12,991	13,143	13,295	13,447	13,599	13,751	13,903	14,055	14,207	14,359	14,511	14,663	14,815	14,967	15,119	15,271	15,423	15,575	15,727	15,879	16,031	16,183	16,335	16,487	16,639	16,791	16,943	17,095	17,247	17,399	17,551	17,703	17,855	18,007	18,159	18,311	18,463	18,615	18,767	18,919	19,071	19,223	19,375	19,527	19,679	19,831	19,983	20,135	20,287	20,439	20,591	20,743	20,895	21,047	21,199	21,351	21,503	21,655	21,807	21,959	22,111	22,263	22,415	22,567	22,719	22,871	23,023	23,175	23,327	23,479	23,631	23,783	23,935	24,087	24,239	24,391	24,543	24,695	24,847	24,999	25,151	25,303	25,455	25,607	25,759	25,911	26,063	26,215	26,367	26,519	26,671	26,823	26,975	27,127	27,279	27,431	27,583	27,735	27,887	28,039	28,191	28,343	28,495	28,647	28,799	28,951	29,103	29,255	29,407	29,559	29,711	29,863	30,015	30,167	30,319	30,471	30,623	30,775	30,927	31,079</																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

in asterisk () occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

[illegible]

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (*) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire* guaranteed	800,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie* guar.	950,000	7	7	100
Camden and Atlantic, pref.	753,695	7	7	100
Catawissa* pref. and guar.	2,200,000	7	7	100
Cayuga and Susquehanna* guar.	589,110	9	9	100
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	100
Central Ohio, preferred	400,000	7	7	100
Chomung* guar.	380,000	8	8	100
Cheshire, preferred	2,017,816	7	7	100
Chicago and Alton, pref.	2,425,400	7	7	100
Chicago, Iowa and Nebraska* guar.	2,600,000	10	10	100
Chicago and Northwestern, pref.	20,370,293	7	7	100
Cleveland and Mahoning* guar.	2,056,000	7	7	100
Cleveland and Toledo* guar.	6,250,000	3	3	100
Coecho, preferred	177,750	8	8	100
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	100
Cumberland Valley, 1st pref.	241,900	8	8	100
" 2d pref.	242,000	8	8	100
Delaware* guaranteed	594,261	6	6	100
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	100
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	7	100
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.)* guaranteed	492,500	8	8	100
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	100
Elmira and Williamsport* guar.	500,000	5	5	100
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	100
Erie, preferred	8,536,910	7	7	100
Evansville and Crawfordville pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	5,078,224	7	7	100
Harrisburg and Lancaster* guar.	1,182,550	7	7	100
Housatonic, preferred	1,180,000	8	8	100
Huntingdon & Broad Top Mountain, preferred	190,750	7	7	100
Joliet and Chicago* guar.	1,500,000	7	7	100
Joliet and Northern Indiana* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington* guar.	2,646,100	7	7	100
Little Schuylkill* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred	848,700	9	9	100
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	100
" 2d pref.	4,051,744	6	6	100
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed	586,800	10	10	100
Mill Creek and Mine Hill* guar.	323,375	10	10	100
Milwaukee and St. Paul, preferred	9,744,268	7	7	100
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	100
Mount Carbon & Pt. Carbon* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	100
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	100
North Eastern (B. C.) preferred	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	100
Patterson and Hudson* guar.	930,000	8	8	100
Patterson and Ramapo* guar.	248,000	5	5	100
Peoria and Bureau Valley* guar.	1,200,000	6	6	100
Philadelphia and Erie*	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton* guar.	1,099,720	10	10	100
Portl. & Kennebec (Yarmouth) guar.	450,000	6	6	100
Portland, Sag. & Portsmouth* guar.	202,000	6	6	100
Richmond and Concord*	350,000	7	7	100
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	100
Rochester and Genesee Valley*	557,550	7	7	100
Rutland, preferred	7	7	7	100
St. Louis, Alton and T. H. pref.	2,040,000	6	6	100
Sandusky and Cincinnati, pref.	445,516	7	7	100
Schuylkill Valley* guar.	576,000	6	6	100
Shamokin Valley & Pottsville, guar.	869,450	5	5	100
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Troy and Greenbush* guar.	274,000	7	7	100
Vermont and Canada* guar.	2,500,000	8	8	100
Warren* guar.	1,408,300	7	7	100
White Mountain* guar.	200,000	5	5	100
Wrightsv. York & Gettysburg* pref.	371,050	2	2	100
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	8	100
Morris, preferred	1,175,000	10	10	100
Schuylkill Navigation, pref.	2,888,997	6	6	100
Union, preferred	6	6	6	100
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	6,774,400	7	7	100
Mariposa Mining, pref.	6,774,400	7	7	100

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.				
Pig, Scotch, No. 1.....	per ton	37	@	42
Pig, American, No. 1.....	38	@	40	
Pig, American, No. 2.....	37	@	38	
Pig, American, Forge.....	35	@	36	
Bar, Refined, English and American.....	86	@	86	
Bar, Sweden, assorted sizes.....	(gold) 85	@	100	
STEEL PRICES:				
Bar, Sweden, ordinary sizes.....	112	50	@	122 50
Bar, Refined.....	95	@	—	
Bar, Common.....	—	@	—	
Scroll.....	112	50	@	142 50
Ovals and Half-round.....	110	@	130	
Band.....	—	@	107 50	
Horse Shoe.....	107	50	@	117 50
Rods, 1½ to 16 inch.....	100	@	135	
Hoop.....	115	@	162 50	
Nail Rod.....	per lb.	7½	@	—
Sheet, Russia, as to No.'s.....	(gold) 15	@	15½	
Sheet, Single D. and T. Common.....	5½	@	6	
Rails, English.....	(gold) 61	@	62	
Rails, American, at Works in Penna. c'y.	70	@	72	
Anvils, (English).....	per lb	8	@	—
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)				
English, Cast.....	(2d and 1st quality) per lb.	15	@	18
English Spring (2d and 1st quality).....	7	@	10	
English Blister (2d and 1st quality).....	10	@	17	
English Machinery.....	11	@	13	
English German (2d and 1st quality).....	10½	@	12	
American Blister "Black Diamond".....	—	@	12	
American, Cast, Tool, do.....	15	@	16	
American, Spring, do.....	9	@	11	
American Machinery do.....	9	@	10	
American German do.....	9	@	11	
NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)				
Cut, 10d. @ 60d.....	per 100 lb.	—	@	4 75
Cut Spikes, all sizes.....	—	@	5	
Clinch.....	6 25	@	6 75	
Horse Shoe, Forged (No. 10 to 5).....	per lb.	10	@	33
Copper.....	—	@	40	
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold) per lb.	—	@	41½
Strait.....	(gold).....	—	@	37
English.....	(gold).....	—	@	37
Plates—Fair to good brands.....	Gold.....	—	@	—
I. C. Charcoal.....	per box 10 12½ @ 10 50	11	@	11 50
I. C. Coke.....	9 12½ @ 9 50	10 25	@	10 75
Coke Terne.....	7 87½ @ 8 50	9	@	9 50
Charcoal Terne.....	9 — @ 9 50	10	@	10 50
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.				
Crude, 40 @ 48 gravity (in bulk).....	per gall.	—	@	13 —
Crude, 40 @ 47 gravity (in shipping order).....	16½	@	17	
Refined, Standard White (in shipping order).....	23½	@	23	
Refined, prime White (in shipping order).....	—	@	24	
Refined, S. W. (in jobbing lots).....	—	@	—	
Refined, S. W. (in tin).....	28	@	28½	
Naptha, Refined, (65 @ 73 gravity).....	12	@	12½	
Residuum.....	4	@	—	
GLASS—DUTY: Cylinder or Window Polished Plate, not over 16 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.				
American Window.				
(Single Thick.)				
SIZES.				
6 by 8 to 7 by 9.....	7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 8 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
26 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 00	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00
(T: above subject to a discount of 55@60 per cent.)				
French Window—1st, 2d, 3d and 4th qualities.				
(Single Thick.)				
(New List, Aug. 20th.)				
6 by 8 to 8 by 10.....	(4 qts.).....	per 60 feet 10	@	7 75
8 by 11 to 10 by 15.....	(4 qts.).....	10 50	@	8 —
11 by 14 to 12 by 18.....	(4 qts.).....	12 —	@	9 25
14 by 16 to 16 by 24.....	(4 qts.).....	12 50	@	9 75
18 by 22 to 18 by 30.....	(4 qts.).....	15 —	@	10 60
20 by 28 to 24 by 30.....	(4 qts.).....	18 50	@	12 —
26 by 34 to 26 by 36.....	(4 qts.).....	19 50	@	12 50
28 by 38 to 28 by 44.....	(3 qts.).....	21 50	@	16 —
28 by 46 to 30 by 48.....	(3 qts.).....	22 —	@	16 50
30 by 50 to 32 by 52.....	(3 qts.).....	23 —	@	17 —
32 by 54 to 34 by 56.....	(3 qts.).....	24 50	@	18 —
34 by 58 to 34 by 60.....	(3 qts.).....	26 50	@	19 50
36 by 60 to 40 by 60.....	(3 qts.).....	30 —	@	22 —
(Subject to a discount of 55@65 per cent.)				
English sells at 40@50 per cent. off the above rates.				

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th. 25. F. 26. Sat. 27. M. 29. Tu. 30. W. 31				
Canton Co.....	102½	102½	81	81
Central Pacific 6s.....	102½	102½	111½	112
Central of N. Jersey.....	112	112	111½	112½
Chicago & Alton.....	122	122	121½	121½
" pref.....	105	105	105	105
" 1 M.....	105	105	105	105
" S. F.....	105	105	105	105
" Inc. bds.....	105	105	105	105
Chicago, Burl. & Q.....	8s, 1883	8s, 1883	73½	73½
Chic. & Northwestern.....	73½	73½	73½	73½
" pref.....	91½	91½	91½	91½
" 1st M.....	91½	91½	91½	91½
" S. F.....	91½	91½	91½	91½
" Consol.....	95½	95½	95½	95½
Chic. Rock Isl. & Pac.....	110½	110½	110	110½
Chi., R. I. & Pa. 7s, 1890-104	104	104	103½	103½
Clev., Col., C. and Ind.....	104	89	89½	89½
Clev. & Pittsburg guar.....	92	92	91½	92
" 2 M.....	92	92	91½	92
" 3 M.....	92	92	91½	92
" 4 M.....	92	92	91½	92
Clev. and Toledo.....	92	92	91½	92
" S. F. 7s.....	92	92	91½	92
Col., Chi., & Ind. C.....	23½	22½	22½	22½
" 1 M.....	93½	93½	93½	93½
" 2 M.....	93½	93½	93½	93½
Del. & Hudson Canal.....	120	120	120	120
Del. Lack. & Western.....	103½	104½	104	103½
" 1 M. 7s.....	104½	104½	104	103½
" 2 M. 7s.....	104½	104½	104	103½
Dubuque & Sioux City.....	33½	33½	32½	31½
Erie Railway.....	33½	33½	32½	31½
" pref.....	66	66	67	67
" 1 M. 7s, 1897-102½	102½	102½	102½	102½
" 2 M. 7s, 1879.....	104	104	103½	103½
" 3 M. 7s, 1883.....	93½	93½	93½	93½
" 4 M. 7s, 1880.....	91	91	93½	93½
" 5 M. 7s, 1888.....	91	91	93½	93½
Great Western 2d mort.....	89½	89½	89	90
Hannibal & St. Joseph.....	53½	52	50½	49
" pref.....	67	67	67	67
" 8s, conv. 98½	98½	98½	98	98
Hudson River.....	106½	106½	106½	106½
" 2 M. S. F.....	106½	106½	106½	106½
" 3 M. 7s, 1875.....	130½	130½	130½	130½
Illinois Central.....	130½	130½	130½	130½
Lake Shore & Mich. S'th. 91½	90½	91½	90½	90½
Lake Shore Div. bonds.....	96	96	96	96
Marietta & Cin. 1st pref.....	24	24	24	24
Michigan Central.....	117½	117½	118½	118½
" S. F. 8s, 1882.....	117½	117½	118½	118½
N. S. and N. I. 1 M. S. F.....	104	104	104	104
" 2 M.....	104	104	104	104
Pariposa Mining Co.....	3	3	3	2½
Ill. and St. Paul.....	57½	56½	55½	75m
" pref.....	82½	82½	82½	82½
" 1st mort.....	90½	90½	90½	94½
" 2d mort.....	90½	90½	90½	94½
" 8s.....	112	112	110½	110½
" 7½-10s.....	112	112	110½	110½
Missouri 6s.....	95	96½	98	94
" H. & St. J. 1ss.....	95	96½	98	94
Morris and Essex.....	83	92½	92½	92½
" 1st mort.....	105½	105½	105½	106
" 2d mort.....	101½	101½	101½	106
New York Central.....	101½	101½	101½	106
" 7s, S. F. 1876.....	101½	101½	101½	106
" 6s, S. F. 1883.....	93	97	97	97½
" 6s, S. F. 1887.....	93	97	97	97½
Y. Cen. & Hud. Riv. 9s	98	97	97	97½
" certificates.....	93½	94	93½	93½
York and Harlem.....	102	102	102	102
" pref.....	102	102	102	102
" 1 M. 7s, 1873-102	102	102	102	102
Carolina 6s, old.....	102	102	102	102
" new.....	102	102	102	102
lo and Miss.....	47½	47½	46½	45½
" pref.....	47½	47½	46½	45½
" 1st M.....	99½	99½	99½	99½
" S. M. S. Co.....	57½	56½	56½	57
ama.....	57½	56½	56½	57
" and Reading.....	57½	56½	56½	57
" S. Ft. W. & Chi. gtd. 96½	96½	114½	97	114½
" 1 M.....	105	97	97	97
" 2 M.....	103	103	103	103
" 3 M.....	103	103	103	103
cksilver Mining Co. 23	26	26	26	27
" Alton & T. H.....	25	26	26	27
" pref.....	98	98	98	98
" 1 M.....	99	99	99	99
" 2 M.....	91	91	91	91
" Income bds 80	80	80	79	79
Nessec 6s, old.....	66½	65	65	65
" new.....	66½	65	65	65
Wab. & Western.....	74½	74½	74½	75
" pref.....	74½	74½	74½	75
" 1 M.....	102	102	102	102
" 2 M.....	94½	94½	94½	94½
" Equipment.....	86½	86½	86½	86½
" St. Lou. Div. 93½	93½	93½	93½	93½
on Pacific.....	38½	38½	37½	37½
" 1st mort.....	92	92	92	92
" L. Gt. 7s.....	92	92	92	91
" Inc. 10s.....	87½	87½	87	87
inia 6s, old.....	56	56	56	56
" new.....	56	56	56	56
" consol.....	52	53	55	54
" def. cert.....	16½	16½	16½	16½

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	109	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109	109
U. S. 5s, 10-40s, reg.	109	109	109	109	109
U. S. 5s, 10-40s, coup.	110	110	110	110	110
U. S. 5s, 1881, reg.	109	109	109	109	109
U. S. 5s, 1881, coup.	110	110	110	110	110
U. S. 5s, 1881, reg.	114	114	114	114	114
U. S. 5s, 1881, coup.	115	115	115	115	115
U. S. 6s, '81, O.W.L.	115	115	115	115	115
U. S. 6s, 5-20s, reg. '62.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1862.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '64.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1864.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '65.	110	110	110	110	110
U. S. 6s, 5-20s, c. 1865.	111	111	111	111	111
U. S. 6s, 5-20s, r. n. '65.	110	110	110	110	110
U. S. 6s, 5-20s, c. n. '65.	110	110	110	110	110
U. S. 6s, 5-20s, reg. '67.	111	111	111	111	111
U. S. 6s, 5-20s, c. 1867.	112	112	112	112	112
U. S. 6s, 5-20s, reg. '68.	112	112	112	112	112
U. S. 6s, 5-20s, c. '68.	112	112	112	112	112
U. S. 6s, Pac.R.R. issue	115	115	115	115	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Catawissa	127	127	127	127	127
Camden and	127	127	127	127	127
6s, 1875	96	96	96	96	96
6s, 1883	96	96	96	96	96
6s, 1889	96	96	96	96	96
6s, 1890	96	96	96	96	96
Elmira & Williamsport	96	96	96	96	96
6s, 1875	94	94	94	94	94
Lehigh Navigation	39	40	39	40	40
6s, 1884	88	88	88	88	88
Gold L.	93	93	93	93	93
R. R. L.	94	94	94	94	94
Conv. L.	94	94	94	94	94
Lehigh Valley R. R.	61	61	61	61	61
6s new coup.	95	95	95	95	95
6s new reg.	95	95	95	95	95
Little Schuylkill R.R.	40	40	40	40	40
7s	52	52	52	52	52
Minehill	52	52	52	52	52
Morris Canal	49	49	49	49	49
pref.	124	124	124	124	124
North Pennsylvania	98	98	98	98	98
6s, 1880	97	97	97	97	97
7s	97	97	97	97	97
10s, 1887	97	97	97	97	97
Northern Central	44	44	44	44	44
Oil Creek & Alleg. Riv.	44	44	44	44	44
7s	83	83	83	83	83
Pennsylvania R. R.	60	60	60	60	60
1st M.	100	100	100	100	100
2d M.	99	99	99	99	99
Gen. mort.	95	95	95	95	95
reg. 97	97	97	97	97	97
Penn. State, 6s, 1st series	101	101	101	101	101
6s, 2d series	106	106	106	106	106
6s, 3d series	109	109	109	109	109
Philadelphia City, 6s	97	97	97	97	97
new 100	100	100	100	100	100
Philad. Germ. & Nor.	87	87	87	87	87
Phila. & Reading	56	57	57	57	57
Philadelphia and Erie	57	57	57	57	57
6s	88	88	88	88	88
7s	88	88	88	88	88
Schuylkill Navigation	17	17	17	17	17
pref.	17	17	17	17	17
6s, 1882	79	79	79	79	79
6s, 1876	79	79	79	79	79
6s, 1872	79	79	79	79	79
Hestonville, (Horse)	21	21	21	21	21
Chestnut & Wal.	21	21	21	21	21
Green & Coates	21	21	21	21	21
2d and 3d streets	21	21	21	21	21
Spruce and Pine	21	21	21	21	21
13th and 15th sts.	21	21	21	21	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Baltimore City 6s, 1875	99	99	99	99	99
1886	98	98	98	98	98
1890	99	99	99	99	99
1884	99	99	99	99	99
1900	99	99	99	99	99
Balt and Ohio	148	148	148	148	148
bonds, 1875	93	93	93	93	93
1880	93	93	93	93	93
1885	95	95	95	95	95
Marietta & Cin. 1st M.	86	86	86	86	86
2d M.	86	86	86	86	86
3d M.	86	86	86	86	86
Northern Central	40	40	40	40	40
bonds, 1885	91	91	91	91	91
1900	90	90	90	90	90
Pittsb. & Connellsv. 7s	90	90	90	90	90
N. W. Va. 1st mort.	90	90	90	90	90
2d mort.	90	90	90	90	90
3d mort.	90	90	90	90	90
Virginia 6s, Consol.	82	82	82	82	82
Defer. Certif.	15	15	15	15	15
City Passenger R. R.	15	15	15	15	15

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31

Boston and Albany	149	148	148	149	149
Boston and Lowell	149	148	148	149	149
Boston and Maine	139	138	138	139	139
Boston and Providence	151	150	150	151	151
Boston, Hartford & Erie	34	35	35	34	37
7s, new	34	35	35	34	37
Cheshire, pref.	80	80	80	80	85
Concord	80	80	80	80	85
Connecticut River	110	109	108	108	107
Eastern	137	137	137	137	137
Fitchburg	137	137	137	137	137
Manchester & Lawr'ce	118	118	118	118	118
Michigan Central	118	118	118	118	118
Northern, N. H.	118	118	118	118	118
Ogdens & Lake Champ	107	107	107	107	107
pref.	107	107	107	107	107
Old Colony & Newport	108	109	107	107	107
Ph. Wil. & Baltimore	57	58	58	58	57
Port'd, Saco & Ports	130	130	130	130	130
Union Pacific	38	37	38	37	37
6s	92	92	92	92	91
Land Grant 7s	80	80	80	80	79
Income 10s	83	83	83	83	82
Vermont & Canada	100	100	100	100	100
Vermont & Mass.	100	100	100	100	81
South Boston (Horse)	100	100	100	100	100
Cambridge	65	65	65	65	63
Metropolitan	65	65	65	65	63
Middlesex	65	65	65	65	63
Central Mining Co.	12	12	12	12	12
Copper Falls	12	12	12	12	12
Franklin	7	7	7	7	7
National	5	5	5	5	5
Pewabic	7	7	7	7	7
Quincy	40	40	40	42	44

London Stock Exchange.

—Closing Prices—

Jan. 5. Dec. 29.

All. & Gt. West. N. Y. sec. 7 per ct	90	92	90	95
1st mort., 1880	87	85	85	90
Do. do., 2d mort., 1881	87	85	85	90
Do. Penn., 1st mort., 1877	90	92	90	95
Do. do., 2d mort., 1882	87	85	85	90
Do. Consol. 7 per cent. mort. 1890	40	41	39	40
Detroit and Milwaukee 1st mort. 7s	74	79	74	79
Do. 2d mort. 8 p. c.	75	85	75	85
Erie shares 100 dol. all paid	31	31	28	29
Do. sterlg. 6 p. c. convertible bonds	83	85	80	85
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 100	—	102	100	102
Do. 100 dol. shares, all paid	112	113	110	112
Marietta and Cincinnati 7s	85	87	85	87
Michigan Central 8s, conv. 1869	90	100	90	100
Panama 2d mort. 7s, 1872	99	101	99	101
Panama General mort. 7s, 1897	78	80	78	80
Penn. R. R. bonds, 2d mort. 6 per ct.	99	101	99	101
Do. General mort. 6 p. c. 1910	97	98	99	100
Do. \$50 shares	48	49	48	49
Philadelphia and Erie 1st mort. 1881	96	97	96	97
Do. with option to be paid in Phila.	96	97	96	97

American Railroad Journal.

Saturday February, 3, 1872.

Stock Exchange and Money Market.

Money on call has been in more active demand on the basis of 6@7 per cent to the Government houses, and full 7 per cent. as the minimum rate to the Stock Exchange firms. The offerings have been on a less liberal scale, particularly on the part of private lenders, while the wants of speculative borrowers have been seemingly more urgent. In the line of mercantile credit, there has been a fair business reported, the city banks aiding regular customers at the legal rate, and the open market rates for choice to prime grades of short rate paper ranging from 7@9 per cent. per annum. The city banks added nearly 17½ millions to their loan and discount average, during the week, while reducing their outstanding circulation slightly. The U.S. Sub-Treasury enlarged its currency balance nearly 1¼ millions. It also made some little gain in its coin reserves. Its currency balance at the close of business on Tuesday was \$7,984,258, and its coin reserve, \$67,591,315.

The city banks, in their latest return, show an increase of \$918,800 of legal tender notes, with a reduction of \$2,465,100 of specie, and an increase

of \$712,700 of deposits; also an increase of \$1,848,100 in their loan and discount averages, and a reduction of \$82,300 in their item of circulation. The city bank exchanges, last week, averaged \$110,373,670, and thus far, this week, 94½ millions daily. The banks now hold \$9,225,725 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$25,228,200, against \$27,420,445 same time last year. The city bank deposits are now \$221,074,200, against \$211,105,665 week ending Jan. 28, 1871. The legal tender reserve amounts to \$46,338,300, against \$49,491,039 same time last year. The circulation now stands at \$28,288,900 against \$31,848,342 same time last year. The loans are now \$280,881,000 against \$270,280,370 at this date last year.

The coin reserve of the Treasury department on Tuesday was \$105,000,000 including \$37,000,000 represented by outstanding coin certificates. The currency reserve was \$11,000,000.

The U. S. Sub-Treasury increased its currency balance \$1,206,869 and its coin reserve \$187,878 as the result of the week's business. The receipts of the office were \$4,745,731 in coin, and \$3,088,135 in currency; payments, \$4,557,853 in coin, and \$1,881,266 in currency. The office received \$3,215,000 in coin or its equivalent, from customs; and disbursed \$1,081,238 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,927,701 of coin certificates, received for customs.

Government revenues yielded quite satisfactory on a whole, last week. The excises yielded last week about two millions, and thus far since July 1 1871 about 75¼ millions. The customs at the port of New York, last week were \$3,128,701; at the outports, equal to about \$1,100,000 more, all in coin, or coin certificates.

Under the Treasury financial programme for the month of February, Government will market Gold, during the month, as follows: Thursday, Feb. 18, \$1,000,000; Wednesday, 21, \$1,000,000. And buy in Five-Twenty bonds as, follows: Thursday, Feb. 1, \$1,000,000; 15, \$1,000,000; 29, \$1,000,000.

There has been a more active movement in Gold, and the price has been quoted decidedly firmer, under the street view of the Treasury financial programme for February, (limiting the Gold sales to two millions, for the month), and the less pacific interpretation of the European advances. The demand has been mainly speculative. The customs call fair; and the export drain, light. The range of the price during the week has been from 109½@110 and the closing quotation on Wednesday was 109½@110 against 108½ the preceding Wednesday. The specie outflow, last week, was \$550,029. The Gold Exchange Bank clearances have averaged about 81¼ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 27, 1872, \$55,359,423, against \$59,356,283 same time in 1870-1871.

The customs demand for Gold last week, averaged \$535,833 a day; thus far, this week, it has averaged \$456,000 a day or equal to a weekly aggregate of \$2,736,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were \$32,512, and since Jan. 1, 1872, \$94,052 against \$170,558 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been \$89,414,006 against \$82,052,988 same time in the preceding fiscal year 1870-71.

The export drain of specie was \$550,029, last week, against \$197,089, same week preceding year. The shipments since July 1, 1871 have been \$24,152,469 against \$43,393,466 same time in 1870-71.

Foreign Exchange has been in less demand and rather less firmer. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Jan. 30, were to the currency value of \$4,500,068.

Government securities have been without notable animation, but values have been fairly supported, on comparatively restricted offerings of the favorite coin bearing issues.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115¾; U. S. Five-Twenties of 1862, (other than the bonds called in) 110½@110¾; U. S. Five-Twenties of 1864 at 110½@110¾; U. S. Five-Twenties of 1865, 111½@111¾; U. S. Five-Twenties of 1865 consolidated, 110½@110¾; U. S. Five-Twenties of 1867, 112½@112¾; U. S. Five-Twenties of 1868, 112½@112¾; U. S. Ten-forties at 110½@110¾; U. S. Fives of 1881 (Funding Loan) 110@110¾. Six per cent. currency bonds, 114½@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 17.	Jan. 24.	Jan. 31.
Consols	92½	92½	92½
U. S. 5-20's of 1862..	92½	92½	92½
U. S. 5-20's, 1865....	93¼	93¼	92¾
" 1867	93½	93½	92¾
" 10-40s	92¼	92	91

State bonds have been in moderate demand, and at the close, steadier as to price.

Railroad Bonds have been quoted firm as to price, with a good investment inquiry noted for the favorites of both the old and new issues. There has been a fair call for Central Pacific Sixes, at 102½@102¾. Chesapeake and Ohio Sixes have been selling freely at 94 per cent. and accrued interest.

The Stock Exchange has passed stringent resolutions designed to check, if possible, all street speculations in stocks on the part of its members, after the closing of the room at 5 o'clock in the afternoon. The resolutions forbid all dealings in Stocks after that hour under a penalty of \$50 for each offence; and constitutes all the members of the Exchange a "committee of the whole" to enforce the provision.

Railway and miscellaneous share property has been fairly active, but values have been quite irregular. The later dealings indicated less general animation.

General business has been on a moderate scale, in the line of domestic produce, Wheat, Cotton, Pork, Lard, Spirits Turpentine, Copper and Iron have been quoted firmer. Middling upland cotton closed on Wednesday at 22½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,872,215 bales, against 2,270,488 bales same time in the preceding year; exports 979,960 bales,

against 1,824,195 bales in the previous year; stock at the ports at latest dates, 544,724 bales, against 565,550 bales same date 1870.

At the Live Stock Markets, Beeves have been in good demand at from 9@13½ cts.; Veals quiet at 5@12 cts.; Sheep at 6@8½ cts. Swine, at 5½@5½ cts. per lb., all live weight. The week's receipt were 8,416 Beeves, 828 Veal Calves, 25,261 Sheep and Lambs; and 32,006 Swine.

Foreign goods have been in pretty fair request and about steady as to price. The week's imports of foreign goods reached \$9,954,455 including \$5,735,456 of dry goods.

Ocean freights have been less active, at about former rates, as a rule, though grain room by Steam was quoted firmer.

At the auction sale of Scranton Coal on Wednesday, 120,000 tons were disposed of at a further reduction in prices, the range having been from \$3 30@4 17½, against \$3 42½@5 00 in December.

We have been in error respecting the quotation of the Bonds of the Milwaukee and St. Paul Road, Iowa and Dakota Division. These bonds have been held in especial favor, owing to the small mortgage of \$8,000 to the mile, and take rank with the old 1st mortgage bonds of the Road now selling at 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 92½; N. Y. State 6s, 1872, 107; do. 7s, B. L. reg., 106½; do. coupon, 107; Arkansas 7s, issued to L. R. and F. S. R. R., 60; do. issued to Central R. R., 53; do. issued to M. and L. R. R. R., 70; North Carolina 6s, special tax, 13; South Carolina 6s, new, Jan. and July, 30; do. Apl. and Oct., 28; St. Louis, Jacksonville and Chicago 1st mort., 95½; Hannibal and Naples 1st mort., 90; Milwaukee and St. Paul 1st mort. Iowa Div., 88½@90; East Tenn., Va. and Ga. 1st mort., 93; Albany and Susq. 2d mort., 100; Great Western 1st mort., 1888, 93¾; Quincy and Toledo 1st mort., 92¼; Cedar Falls and Minnesota 1st mort., 84; Boston, Hartford and Erie 1st mort., 36½; do. guar. bonds, 40; St. Louis and Iron Mt. R. R., 64¾; do. 1st mort., 94¾; Am. Dock and Imp. 7s, 97½; Pacific 7s, guar. by Mo., 99¼; Toledo, Peoria and Warsaw 1st mort., W. D., 93½; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 102; Ohio and Mississippi 2d mort., 96; do. consol, 94; Cleveland and Pittsburg consol, 95½; L. S. and M. S. scrip, 87½; Rensselaer and Saratoga R. R., 102½; Rome, Watertown and Ogdensburg 98; Joliet and Chicago R. R., 92½; N. Y. and N. H. R. R., 143; do. scrip, 135; Western Union Tel., 71¼; do. 7s, 95¼; Quicksilver pref., 30½; Am. Coal 45; Consol. Coal of Md., 39; Spring Mt. Coal, 66½; Am. Mer. Union Exp., 61½; Adams Exp., 92¾; U. S. Exp., 63; Wells Fargo Exp., 63½.

Philadelphia.—West Jersey R. R. 6s, 91¼; do. 7s, 102½; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mountain R. R., 11; do. consol., 51; West Chester and Philadelphia R. R. 7s, 100; Pennsylvania Canal, 6s, 76¼; Lehigh Valley 7s, new, 103½; Penn. and New York Canal 7s, 96½; Susquehanna Canal 6s, 75¾; Oil Creek and Allegheny River R. R. 1st mort., 86; Philadelphia and Reading debent. bonds, 83; do. 6s, 1880, 92; Morris Canal Boat Loan, 91;

Girard College R. R., 42½; Harrisburg and Lancaster R. R., 50; East Pennsylvania R. R., 38¾; Pennsylvania State 5s, coupon, 97; Allegheny County 5s, 78; Union Canal, ¾. The latest quotations are: City 6s, 97@97¼; do. free of tax, 100½@100¼; Pennsylvania State 6s, W. L. —@101½; do. 1st series, 101½@102; do. 2d series 105@106; do. 3d series, 108½@109; Reading, 56½@57½; do. mort. 7s, 1893, 100½@100¾; do. mort. 6s, 1880, 92¼@92¾; Camden and Amboy, 126½@126¾; do. mort. 6s, 1889, 97@97; do. 1883, 92¾@93¼; do. 1889, 89¾@91; Pennsylvania R. R., 60¾@60¾; do. 1st mort., 100½@101; do. 2d mort., 99½@99¾; do. General mort. coupon, 94@94½; do. reg., 96@97; Little Schuylkill R. R., 45½@46; Morris Canal, 49@49¼; do. pref., 124@125; do. 6s, 93¼@95; Susquehanna Canal, 6@10; do. 6s, 75@76; Schuylkill Nav., 85@89; do. pref., 17½@17¾; do. Chatte 10s, 110@112; Philadelphia and Erie, 26@26¾; do. 6s, 91@92; Minehill, 52½@52¾; Catawissa, 16@17; do. pref., 46¼@46¾; Lehigh Valley, 61½@62; do. 6s, new coupon, 94¼@95¼; do. reg., 94½@96; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 64¾@65; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 55@56; Hestonville, 22¼@22½; Union, 65@—; Germantown, 35@40.

Boston.—Chicago, Dubuque and Minnesota 8s, 92; Central Iowa R. R. 7s, 1899, gold, 92¼; Eastern R. R. 6s, 1874, 98; Framingham and Lowell 1st mort. 1890, 90; Central Pacific 7s, 1884, gold, 107½; Vermont Central 1st mort., 87; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 96½; Cedar Rapids and Missouri R. R. 7s, 1916, 89¼; Iowa Falls and Sioux City R. R. 7s, 79¾; Summit Branch, 44¾; do. 6s, 93; Stanstead, Shefford and Chambly 7s, 86; Chicago and Michigan Lake Shore 8s, 85¼; Detroit, Hillsdale and Indiana R. R. 8s, 88½; Sandusky City and Indiana 7s, 1877, 91¾; Quincy and Warsaw 1st mort. 8s, 100½; Rutland pref., 65; do. 7s, 83; Indianapolis, Cincinnati and Lafayette R. R., 4¾; Chicago, Iowa and Nebraska R. R., 107¼; Worcester and Nashua R. R., 138; Norwich and Worcester R. R., 125¾; Burlington and Missouri River R. R. in Iowa, 111½; do. in Nebraska, 50; do. 8s, in Nebraska, 99; Cincinnati, Sandusky and Cleveland R. R., 24¼; do. pref., 37½; do. 7s, 1890, 83½; Portsmouth, Gt. Falls and Conway R. R., 99¼; Boston Water Power Co., 51; Cary Imp. 16; Waverly Land 6½; East Boston Land, 16; Massachusetts 5s, 1894, gold, 98¾; do. 6s, 1872@1874, gold, 108¾; Maine 6s, 1877, 100½; Boston 6s, 1874, currency, 100; do. 5s, 1886, gold, ind., 97; do. 1874, do., 102½; Lynn 6s, 1891, 98¾; Manchester (N. H.) 6s, 1891, 98; Portland 6s, 1877, 96; Chicago 7s, 1886 99; Cincinnati 7s, 1882, 94½; Cook Co. Ills., 7s, 1880, 98; Lowell 6s, 1890, 100; St. Louis 6s, 91; Bath 6s, 1891, 91; Salem 5s, 1882, 91; Charlestown 5s, 1883, 90; Allouez Mining Co., 7¾; Algomab, 20c.; Astor, 37½c.; Aztec 40c.; Calumet and Hecla, 114¾; Humboldt, 87½c.; Mesnard, 50c.; Native, 35c.; Pe-

therick, 2¼; Pittsburg, 1½; Rockland, 1¼; Star, 35c.

Baltimore.—Union R. R. 1st mort., guar., 91; Wilmington and Welden 7s, gold, 91; Orange and Alexandria 4th mort., 8s, 86; Virginia and Tennessee 3d mort., 8s, 88; Orange, Alexandria and Manassas 7s, 83; Western Maryland 3d mort., guar., 91; Northern Central 6s, 1900 gold, 91¼; Central Ohio R. R. 29¾; do. 1st mort., 86¾; Baltimore City 6s, 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½@90¼; Baltimore and Ohio, 148@148; do., pref., 99¾@100; do., 6s, 1875, 94@94; do., 1880, 93@95; do., 1885, 94¾@95; Northern Central, 40@40; do. 6s, 1885, 90½@91; do., 1900, 86½@90; do., 6s, 1900, gold, 91½@91¾; N. W. Va. 1st mort., 98½@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95¾@97; do., 2d mort., 86¾@87½; do., 3d mort., 75¾@77; Central Ohio, 29½@30; do., 1st mort., 86@87; Western Md. 1st mort., 6s, 1890, 85@—; do. 2d mort. guar. by Baltimore City, 90@92; do., 3d mort., guar., 91¾@—; do. 2d mort. pref., 70@71; do., 2d mort. guar. by Washington Co., 81½@85; Richmond and Danville bonds, 79¾@—; Orange and Alexandria 1st mort., 6s, 92@95; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 91@—; do., 4th mort. 8s, 86@86; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 8s, 88@88; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 99¼@100; do., 1884, 97¾@100; do. 1886, 98@99; do., 1890, 99½@—; do., 1893, exempt, 100½@101; do., 1900, exempt, 98@100; Memphis City 6s, 59¾@59½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 103@—; City Passenger R. R., 23@24; George's Creek Coal, 76@81½.

BANKING-HOUSE OF

SAUNDERS, HARDENBERGH & KING,

Nos. 112 and 114 Broadway.

February 1, 1872.

ALVIN SAUNDERS, (ex-Governor Nebraska,) President State Bank, Nebraska.

JOHN A. HARDENBERGH.

RICHARD W. KING, member of New York Stock Exchange.

We have formed a copartnership under above style, for the purpose of transacting a general banking business.

Loans negotiated and advances made.

Government, State, City, County and Railroad Bonds, Stocks and Gold bought and sold on commission.

Interest allowed on Deposits, subject to sight drafts.

Collections made in any part of the United States or Canada.

Regular trains are now running to Reedsburg, on the Chicago and Northwestern Railway. A correspondent of the *Baraboo Republic* says grading, bridging and rock cutting is progressing well from Reedsburg to Wonewoc, and it is expected the track will be laid to Saville by the middle of March.

Ashbel Welch, Esq.

Ashbel Welch, Esq., President of the Board of Directors of the United Companies of New Jersey, having been appointed Chief Engineer of the companies and Superintendent of the improvements at Harsimus Cove, has resigned the Presidency, and Col. John G. Stevens, recently Chief Engineer and Superintendent of the Delaware and Raritan Canal, has been elected to succeed him. Though there is very little for a president to do, the works being in the entire control of the Pennsylvania Railroad Company, it is still necessary for the United Companies to preserve a complete organization for the collection of the rental of their works and the declaration of dividends to the stockholders. At a meeting of the Joint Board of Directors, at Trenton, on the 24th ult., when Mr. Welch resigned and Mr. Stevens was elected, the following complimentary resolutions were passed, showing how highly he was appreciated by the Board:

Resolved, That the Joint Board accept the resignation of Ashbel Welch, Esq., General President of the United Companies, to take effect on the first of February, 1872, and that the sincerest thanks of the Joint Board of the United Companies be tendered to Mr. Welch for the earnestness and great ability, integrity and courtesy with which he has at all times performed his duty to these companies. That the Joint Board regret that his acceptance of an honorable position with the Pennsylvania Railroad Company has forced Mr. Welch to decline being a candidate for General President under our future organization.

A dividend of five per cent on the Preferred Stock, and two per cent on the Consolidated Stock, and six months' interest on the Seven Per Cent. Preferred Dividend Scrip of the Morris Canal and Banking Co., will be paid in accordance with the terms of the lease, at the office of the Lehigh Valley Railroad Co., No. 303 Walnut st., Philadelphia, on and after Tuesday Feb. 6, 1872.

The Tredegar Company, owning the great iron works at Richmond, Va., advertise for material for the construction of a mammoth addition to their present railroad car construction shop.—This company now employs 1,300 hands, and the statement is made that they could employ one-third more in the execution of orders now in hand if their facilities would admit.

The State of Connecticut will redeem at the Treasury, Hartford, Feb. 1, \$500,000 coupon bonds, of 1881, of \$1000 each, numbered 601 to 1100 inclusive, and no interest will be allowed after March 1. These bonds were originally issued July 1, 1861, and made "redeemable at the pleasure of the General Assembly ten years after date."

The Calumet and Hecla Mining Company will pay its usual quarterly dividend of \$5 per share February 15, besides giving its stockholders 10,000 shares additional stock (one new to seven old) and pay \$5 also on this new stock. This brings the capital to its full amount of 80,000 shares.

The Rutland Railroad Company will pay a dividend of \$3 50 per share on the preferred stock, in interest bearing scrip, on and after Feb. 1.

The Allentown Iron Company have declared a dividend of ten per cent payable in Cash on and after the 3d of February.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY having still twenty-eight years to run, with interest payable May 1 and Nov. 1, both principal and interest payable in gold coin in the City of New York, are recommended by us for safe and permanent investment for the following reasons, viz:

1. They are thoroughly secured.
2. Like the Central Pacifics they will be widely known, very popular and always marketable.
3. They will be dealt in at all the prominent Stock Exchanges in this country and Europe, and have the advantage of both a home and European market.
4. They should largely advance from the present price of 94 and accrued interest, when all sold by the Company, as Central Pacifics have done.

They are in denominations of \$100, \$500 and \$1,000, Coupon or Registered.

THE CHESAPEAKE AND OHIO being under able and honorable management, partly identical with that of the CENTRAL PACIFIC, there securities should take equal rank in popularity and market value.

For exchange of Five-Twenties or for new investments, we cordially recommend either the Central Pacific or Chesapeake and Ohio Six Per Cent Gold Bonds.

We continue to deal in Government securities, buy and sell investment Stocks and Bonds at the Stock Exchange; open accounts with depositors, upon which we allow interest at the rate of four per cent., make collections in all parts of the country, and transact a general Banking business.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

EXECUTIVE OFFICE, No. 31 NASSAU-ST.,
NEW YORK, Feb. 1, 1872.

The Coupons and registered interest due Feb. 15, 1872, on the First Mortgage Eight per Cent. (8 p. c.) Gold Bonds, (E. D.), and the Eight per Cent. (8 p. c.) old First Mortgage Sinking Fund Land Grant Bonds (W. D.) of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, Free of Tax.

FRANCIS A. COFFIN,

Assistant Treasurer,

St. J. & D. C. R. R. Co

On the 17th ult. the first train passed over the Frederick and Pennsylvania Line railroad to the banks of Double Pipe creek, to which the road is completed, from Littlestown, Pa., a distance of fourteen miles and within half a mile of the Western Maryland railroad, which will be finished in a few weeks. The iron bridge and trestlework over Little Pipe creek will soon be completed, which will be one of the finest structures in the State. They can then push on to Frederick city. When completed, this road will be a feeder to the Western Maryland road.

Journal of Railroad Law.

ORGANIZATION OF COMPANIES IS A CONDITION PRECEDENT TO THE LIABILITY OF OBLIGOR TO PAY HIS STOCK SUBSCRIPTION.

The facts in the recent case of *Chance vs. The Indianapolis and Westfield Gravel Road Company* (32 Ind. 472) are fully and clearly stated in the following opinion by—

GREGORY, C. J.—Suit by the appellee against the appellant, commenced before a Justice of the Peace on a preliminary subscription of stock to the company. The defendant answered under oath denying every material allegation in the complaint, including the execution of the instrument sued on. The plaintiff in the complaint avers the due organization of the corporation. Trial by jury; verdict for the plaintiff motion for a new trial over-ruled.

The plaintiff, on the trial, failed to prove the organization of the company. This was a fatal omission. It is contended by counsel for the appellee, that this was not put in issue by the pleadings. As we understand the answer, it put in issue every material allegation of the complaint, and was not by the latter clause confined to the mere execution of the instrument sued on.

The *Cicero Hygiene Draining Co. vs. Chaighead* 28 Ind. 274, cited by the appellee seems to sustain the ruling of the court below; the language used in that case is, however, too general, and is somewhat calculated to mislead. The ruling is right when applied to the case then in hand, but is not the law in a case like the one in judgment.

This question was decided adversely to the appellee in *Wert vs. The Crawfordville and Alamo Turnpike Co.* 19 Ind. 242, upon the authority of which the ruling in *Williams vs. The Franklin Township Acadinical Association* 26 Ind. 310 was made.

Upon a subscription like the one under consideration the organization of the corporation is a condition precedent to the liability of the obligor to pay his stocks.

During the trial, witnesses who had never seen the defendant write, and who were not otherwise acquainted with his handwriting, were permitted to examine his signatures admitted to be genuine, and from a comparison thereof with the signature in question, to give their opinion, as to the genuineness of the latter.

Clark vs. Wyatt 15 Ind. 271, is an authority against the ruling of the court below. It was not shown in the case at bar that the witnesses were experts. Had it so appeared, we think the evidence would have been proper. The general rule is not, however, correctly stated in *Clark vs. Wyatt*. While it is true that a witness who is not an expert, must speak from his knowledge of having seen the party write, or from authentic papers derived in the course of business, it is equally true that an expert may give his opinion from mere comparison. This rule is of importance in this age, when there is afloat a vast amount of commercial paper issued by corporations in the different States, circulating freely in all parts of the country. The legislature in this State recognized this in providing that in criminal prosecutions "persons of skill may be called to prove the genuineness of a note, bill, draft or certificate of deposit." (2 G. & H. 411 § 391.)

Experience shows, that the opinions of persons

of skill are often more reliable than the judgments of those who speak from knowledge of having seen the party write. After all, both methods are but by comparison. The skill of the one supplies the special knowledge of the other.

Of course, this comparison by experts must be confined to other writings admitted to be genuine. No collateral issue will be permitted. If there is any dispute as to their authenticity the comparison will not be permitted.

Where other writings, admitted to be genuine, are already in the case, the jury may, with or without the aid of experts, make the comparison. But if they are not papers in the case the evidence competent to go to the jury must be that of the witnesses so as to afford the benefit of a cross examination. The jury were permitted over the objection of the defendant, to take with them in their retirement to consider of their verdict, the instrument sued on. This was erroneous.

It is claimed that the court below erred in not instructing the jury in writing. The request so to instruct was not made until after the argument of counsel had been commenced. This was a waiver of the right to have the instructions reduced to writing. This we think, is the result of the rulings in *Malady vs. McEnary*, 30 Ind. 273, and *Ollam vs. Shaw*, 27 Ind. 388. The contrary rule would embarrass the administration of justice.

There was an offer to impeach the general character for truth of one White, a witness for the plaintiff. The witness had resided in Minnesota for two years prior to the time he testified. The impeaching witnesses resided in Hamilton County, in this State, and did not pretend that they were acquainted with the general character of White for truth in the neighborhood where he then resided. The evidence was properly rejected.

Judgment reversed, with costs; cause remanded, with directions to grant a new trial.

Ohio River Bridges.

We give elsewhere an abstract of the Report of the Baltimore and Ohio Railroad Company for the fiscal year ending September 30, 1871. The following description of the bridges over the Ohio River—the one connecting the Parkersburg Branch with the Marietta and Cincinnati Railroad, and the other the Main Stem with the Central Ohio Railroad, at Bellaire—is from the Report of the Master of Road.

The expenditure for labor and material for these bridges on the Ohio River, at Benwood and Parkersburg, amounted at the close of the year to \$2,337,156 80.

BENWOOD BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio river, at Benwood, West Virginia, was first opened for the passage of trains on the 21st day of June, 1871. The first stone of Ohio shore Pier No. 1, was laid May 2d, 1868, and from that date to the final opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line diverging from the Main Stem of the Baltimore and Ohio Railroad, near Benwood Station, and extending with cuts and fills 2,400 feet to the West Virginia abutment. The Ohio approach is by a line diverging from the Central Ohio Division of the Baltimore and Ohio Railroad at the company's stock grounds, and extending by cuts and fills 2,250 feet to the first Ohio abutment. The approach is then continued across the company's grounds and through the city of Bellaire,

along First street, by a solid and ornamental arcade work of first-class masonry, extending by 43 arched spans of 33 feet 4 inches each, from centre to centre of piers, a distance of 1,483 feet 4 inches, and of an average height of 45 feet, to the second Ohio abutment in the city of Bellaire.

Masonry.—The masonry consists of solid ashler, and the workmanship is first-class in every respect. The material employed is sand stone, obtained from the Ohio quarries.

The Grafton stone is used for the pier-facing where exposed to the action of the ice. The masonry of the Benwood bridge piers ranges from 40 to 110 feet in height, and of an average height of 77 feet, are fourteen in number, and with the Ohio and West Virginia abutments contains 25,374 cubic yards of masonry; the arcade work contains 11,854 cubic yards; total quantity of masonry, 40,228 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Span No. 1, is 121 feet; Nos. 2 and 3, each 106 feet 6 inches; Nos. 4, 5, 6 and 7, each 107 feet 6 inches. These spans, from 1 to 7 inclusive, are deck "Bollman" spans, and were built at the company's shops, Mount Clare. Span No. 8 is 211 feet; No. 9, 212 feet; No. 10, 213 feet; No. 11, 348 feet; No. 12, 241 feet 6 inches; No. 13, 210 feet in length. These spans, from 8 to 13 inclusive, constitute the river or waterway spans, and are of a total length of 1,435 feet 6 inches. Spans Nos. 11 and 12 are the channel spans. These spans are of the "Linville and Piper" truss, and were built by the Keystone Bridge Company, of Pittsburg, Pa. Span No. 14, is 107 feet; No. 15, is 105 feet in length. These spans are deck "Bollman," and were built at the company's shops at Mount Clare.

The total length of open work is 2,411 feet 6 inches. The total length of bridge, from end to end of masonry, is 3,916 feet 10 inches.

The total length of bridge and approaches is 8,566 feet 10 inches.

PARKERSBURG BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio River at Parkersburg, West Virginia, was first opened for the passage of trains on the 7th day of January, 1871.

The first stone of River Pier No. 1 was laid on the 9th day of July, 1869, and from that date to the formal opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line conforming to the street grade through the city of Parkersburg to the West Virginia abutment in Washington street.

The Ohio approach is by a solid and durable embankment beginning at the main bluff and extending across the river valley to the length of 2,676 $\frac{1}{2}$ feet and to a height of 40 feet at the Ohio abutment, on the west side of Main street, in the village of Belpre.

Masonry.—The masonry consists of solid ashler, and the style of workmanship is first-class in every particular. The material employed for the upper masonry is sand-stone obtained from the Ohio and West Virginia quarries. The foundations of the River Piers and the parts of the piers subject to the pressure and abrasion of the ice are constructed of stone from the Grafton quarries.

The masonry of the Parkersburg Bridge Piers ranges from 10 to 108 feet in height, and an average height, of fifty-four feet, and are forty-five in number, and with the Ohio and West Virginia abutments contain 28,406 cubic yards of masonry, and approach 646 cubic yards. Total amount in bridge and approach 39,052 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Nos. 1, 2, 3, 4, 5, 6 and 7 are each 25 feet. Nos. 8, 9, 10 and 11 are each 29 feet 6 inches, and these eleven spans are shad-belly spans, constructed at the

company's shops, Mount Clare. No. 12, crossing Market street, is 65 feet, and is a boiler plate girder span, built by the Keystone Bridge Company. Nos. 13, 14, 15, 16, 17 and 18 are each 59 feet. No. 19, crossing Julian street, is 65 feet. Nos. 20, 21, 22, 23, 24 and 25 are each 59 feet. No. 26, crossing Ann street, is 65 feet. Nos. 27, 28, 29, 30, 31, 32, 33 and 34 are each 100 feet. These, from No. 14 to 34 inclusive, are deck "Bollman" spans, built at company's shops at Mount Clare. No. 35, 209 feet; No. 36, 211 feet; No. 37, 213 feet; No. 38, 349 feet; No. 39, 349 feet, and No. 40, 213 feet in length, constitute the river or water way spans, and are of a total length of 1,544 feet. Nos. 38 and 39 are the main channel spans, and are "through" spans. Nos. 35, 36, 37 and 40 are deck spans. These spans, from Nos. 35 to 40 inclusive, are of the "Linville and Piper" Truss, and were built by the Keystone Bridge Company. Spans Nos. 41, 42, 43, 44 and 45 are each 121 feet span. No. 46, crossing Main street, and the span crossing Walnut street, Belpre, are each 126 feet 5 inches in length. These are deck spans built upon the "Bollman" patent at company's shops, Mount Clare.

The total length of open work is 4,397 feet 10 inches. The total length of bridge is 4,463 feet 10 inches.

The total length of bridge and approaches is 7,140 feet, equal to one mile and 1,860 feet.

Iron in the United States.

As the consumption of iron is held to measure the progress of a people in manufactures, in industry and, to some extent, in civilization also, the statistics of its production and importation have a high social value. The following are, with regard to this country, though not absolutely perfect, the best now attainable.

The aggregate product of Pig iron in this country has increased from less than three fourths of a million tons (of 2,000 lbs. each) in 1854 to nearly or quite two millions of tons in 1871. The returns for the several years are as follows:

Year	Product	Year	Product
1854	736,218 tons.	1864	1,135,497 tons.
1855	784,178 "	1865	931,582 "
1856	893,187 "	1866	1,350,943 "
1857	798,157 "	1867	1,461,626 "
1859	840,627 "	1868	1,603,000 "
1860	919,770 "	1869	1,916,641 "
1861	781,544 "	1870	1,900,000 "
1862	787,662 "	1871	2,000,000 "
1863	947,604 "		

Note.—Our civil war doubtless reduced the product of 1861-2. The reduction in 1870 of the duty on imported pig from \$9 to \$7 per ton has doubtless checked the growth of iron-smelting in this country.

Of railroad bars (not steel), the domestic product has grown pretty steadily from 24,315 tons in 1849 to 620,000 tons in 1870, and probably somewhat more in 1871, through the rapid growth of the production of steel rails within the last two or three years may have checked the growth of the iron rail manufacture. Of the iron rails rolled in 1869, the production (in tons) was distributed as follows:

Massachusetts..	32,238	Maryland	27,328
Pennsylvania....	319,653	Kentucky.....	7,817
Ohio.....	41,837	Illinois.....	53,261
Michigan.....	6,885	Other States...	16,424
Wisconsin.....	8,680		
New York.....	79,463	Total	593,586

Of the production of steel rails we have no full statistics, though it is known to be large and very rapidly increasing. It was reported at 8,500 tons in 1868, 12,000 tons in 1869, and 45,000 tons in 1870. We judge that it must have reached 60,000 tons 1871; but this is an estimate merely. No intelligent observer can doubt that steel rails are to supersede iron on all great railroads, and at the turnouts and sidings even of the smaller. Though their first cost is some 50 per cent. greater, they last so much longer than iron that a great economy is secured by the use of steel rails.

Our total production of steel (rails included) is returned as follows:

Year.	Tons.	Year.	Tons.
1865	15,262	1868	80,009
1866	18,973	1869	35,000
1867	19,000	1870	75,000

We hope to learn that the product of 1871 was not less than 100,000 tons. At all events, it has rapidly increased, and is still increasing. Recent inventions and discoveries by our countrymen justify the hope that we shall, within a few years, be able to convert a ton of pig iron into a ton of steel at about the cost of the pig—that is to say, two tons of pig iron will buy a ton of steel of middling quality. The striking improvements in the art of steel making invented by our countrymen within the last five years fully warrant this presumption.

Our importations of iron and steel are made almost exclusively from Great Britain; and these, too, have been steadily enlarged, but not so rapidly as our home production. According to the British official statistics, there were exported from Great Britain to the United States in 1850, 295,521 tons of iron of all kinds, which was swelled in 1853 to 518,000 tons. Thenceforth, it fluctuated from 385,899 tons in 1856 to 243,583 tons in 1859, and in 1862 (our civil war having put a stop to railroad making) it sunk to 53,236 tons. Thence it has pretty steadily risen, so that it reached 596,554 tons in 1869, and has gone still higher in the two subsequent years whereof we have no full statistics.

Note.—These returns are given in tons of 2,000 pounds each, as in the case of our American product. They will not coincide with our custom-house returns, being given for each calendar year; whereas our fiscal year closes with June.

Great Britain has exported railroad iron to all countries (about half of it to the United States) as follows:

Years.	Tons.	Years.	Tons.
	(2,000 lbs.)		(2,000 lbs.)
1860	507,858	1866	557,783
1861	422,873	1867	650,239
1862	448,857	1868	653,507
1863	500,013	1869	1,003,350
1864	457,200	1870	1,187,337
1865	486,427		

Of this aggregate, 336,500 tons were exported to this country in 1869, and 472,403 tons in 1870.

The production of pig iron in Great Britain is far ahead of that of any other country, being hardly less this year than 6,000,000 tons, or about treble that of this country. Yet it was but 180,000 tons in 1800, and had barely more than doubled twenty years afterward, when it reached 368,000 tons. Ten years later, it had not doubled again, being (in 1830) 673,417 tons; but about that time railroads were devised, and the British iron product again doubled in less than ten years, being 1,500,000 in 1840. Five years later, it stood very nearly the same; but in 1850 it had increased to 2,250,000 tons. In 1863, it had again doubled, being 4,510,000 tons. In 1869 (our latest full return) it was 5,445,757 tons.

France made 114,000 tons of iron in 1818, 750,000 tons in 1855, and 1,380,000 tons in 1869.

Prussia made 804,052 tons in 1866, against 400,000 tons in 1860.

Belgium made 319,943 tons in 1860, and 863,000 tons in 1869.

Note.—These statistics of European productions are given in tons of 2,240 lbs.

We had hoped to include in this exhibit a view of the distribution of iron-making throughout the Union, showing how steadily this industry is diffusing itself over the country, but we are disappointed. We know generally that the production of pig-iron in Missouri is already considerable and rapidly increasing; we know that it has recently been commenced, under highly favorable auspices, in Indiana; we know that Tennessee, Wisconsin, old Virginia, North Carolina and even Alabama are successfully smelting their own ores into good pig iron, mainly by aid of charcoal; but

our returns from these States are provokingly meager and inexact. May we not hope that they will not long remain so?

The production of our rolling mills shows a steady annual increase during the last seven years. Here are the figures:

Years.	Rails.	Other than Rails.	Total. Annual Prod.
1864	335,369	536,958	872,327
1865	356,292	500,018	856,310
1866	430,778	595,311	1,026,089
1867	462,108	579,838	1,041,946
1868	506,714	598,286	1,105,000
1869	593,420	642,420	1,236,006
1870	620,000	710,000	1,330,000

Of the diverse kinds of iron produced by our rolling-mills, we have nothing like full returns later than 1866, when this country produced (of other than railroad) 593,311 tons of rolled or hammered iron, returned as follows:

	Tons.		Tons.
Bar and rod....	279,192	Sheet.....	33,969
Nails and spikes.	197,625	Hoop.....	16,459
Plate.....	71,507	Axle and other.	49,659

This production was locally distributed as follows:

	Tons.		Tons.
All New England	87,571	Maryland.....	23,602
New York.....	70,197	West Virginia...	24,395
New Jersey.....	48,616	Ohio.....	76,052
Pennsylvania....	243,921	All others.....	20,955

For the facts embodied in the above exhibit we are indebted to the American Iron and Steel Association, through Mr. McAllister, Secretary.—*New York Tribune.*

Salisbury and Baltimore Railroad.

We are informed that Messrs. McGinnis and White, the contractors for the grading and masonry of the Salisbury and Baltimore Railroad, extending from Meyers' Mills to a point about one mile beyond Salisbury, Somerset county, Pennsylvania, have completed their work, and that the entire road is now ready for the cross-ties and ballasting. The severe weather this winter has somewhat retarded the work, but is expected to have the whole road in operation early in the coming spring. This railroad traverses a new coal field of great value, and when it is once prepared for transportation immense quantities of superior bituminous coal will be shipped over it to Eastern markets.

The Erie Railway Company has leased the Southern Central railroad from Owego to Fairhaven via Auburn, on Lake Ontario. This opens new coal fields. The same company has also leased the Goshen and Pine Island Railroad, running from Goshen to the New Jersey State line.

It is reported that the Boston and Albany Railroad has agreed to lease the proposed Lee and Hudson Railroad, when completed, paying the stockholders twenty five per cent. of the gross earnings, and taking ten per cent. for the use of rolling stock.

On the 10th of January the first car load of Pennsylvania coal passed over the Northern Pacific railroad from Duluth across the State of Minnesota to the present western terminus at the town of Moorhead, on the the eastern border of Dakota.

Col. S. C. Slmaker, of Dauphin Co., Pa., has been appointed Chief Engineer of the Lancaster and Reading Narrow Gauge road, and will have a corps in the field at once to survey and locate the branch to Quarryville.

From the N. Y. Daily Bulletin.

A New Development of National Wealth. COAL FIELDS OF THE KANAWHA OPENED.

During the past two years a great work has been going on toward completion, with that steady and vigorous, but quiet, activity which denotes earnestness and foretells success. And while most people who take any note of what is going on around them have seen the tokens of its presence and the evidence of its progress, very few have formed any conception of the magnitude and importance of the results which wait upon its consummation. The discovery of a new domain of mineral wealth, equal in extent and richness to the islands of Great Britain, rising out of the seas, close to our shores and within our national jurisdiction, would fill the national mind with interest and excitement. A fact, similar in importance and in future results, is being actually wrought out in the opening of the great Kanawha Valley of West Virginia, with its wonderful deposits of coal, and the neighboring region of unrivaled iron ores, by the extension of the Chesapeake and Ohio Railroad to the Ohio River.

The great natural advantages of this region traversed by the western half of the Chesapeake and Ohio Railroad, now nearly completed, and its incalculable riches in coal, iron, salt, timber, etc., have been long known and appreciated, and the restless fingers of American enterprise have been itching to get at them for years; but the absence of railroad facilities has rendered the extensive and profitable development, which they now invite, hitherto impracticable. Messrs. Daddow and Bannan, in their important work, entitled "Coal, Iron and Oil," refer to it in the following terms:

In no portion of our country, North or South, are there more inviting prospects to labor, enterprise and capital than are now presented in the great Kanawha Valley. Not only its unlimited mineral resources invite attention, but the best portion of the trade of the great Mississippi Valley may be diverted into the channel of the Kanawha by ordinary means. To those who have observed the prodigious growth of that trade and the still superior proportions it must assume in the future, the questions we are discussing of this new route to the East will not be a matter of speculation but of necessity. The routes now provided will not accommodate it, while the superior advantages offered by this route in the hands of a free and enterprising people cannot fail to attract attention.

Nearly 16,000 square miles of the best and most available portion of the coal fields of the American continent, lie in West Virginia, and the greater portion of this vast area nature has rendered of easy development, through the agency of the numerous streams which traverse it, and by the marvellous convenience of the manner in which she has located and distributed the choice varieties of bituminous, cannel and splint coal with which it abounds.

The work above quoted says of the Kanawha coal fields:

The coals of this region, generally, are better, purer, and more available for all the requirements of trade and manufacture than the coals of any other portion of the Alleghany coal field. The seams of coal are more numerous, and their thickness greater than in any other portion of this coal field. It can be mined cheaper and with more economy generally, under the same rates of labor, than in any other region in this country without exception. The markets of the West, or the great

Ohio and Mississippi valleys, are open beyond any controlling competition to the trade of the Kanawha in coal, oil, salt, iron and lumber.

Referring to the neighboring iron regions, the same authority says:

This region of iron ores will perhaps rival any locality in our country—Iron Mountain, Pilot Knob, or Lake Superior not excepted, either in quality or quantity. There is no limit to the resources of brown hematite in this section. It exists in massive beds of great extent, and ranges through a vast area of country. We have seen beds of ore in this region equal to the celebrated Cornwall deposits, and can state, from practical experience, that there is no richer or purer iron ore of this description to be found. The miniature map (illustrating the text in the work from which we quote), shows the coal of the Kanawha to be in close proximity to this great region of iron, and connected with it by a large river, which levels, as it were, the mountains, and grades a uniform path through the huge Alleghanies.

It will thus appear that the great Kanawha Valley is not only a great natural mining and manufacturing region, but one that may enjoy the greatest trade that ever flowed from the mountains or the inland plains and valleys to the sea. The coal, iron ore and salt of this region are inexhaustible, and may be produced with the minimum of labor and expense, and, consequently, the maximum of profits.

We have long beheld the vast mineral resources of this part of the Great Alleghany coal-field with professional admiration, and have frequently called attention to their value. If we now seem partial to West Virginia, we can prove that our affections have always turned toward her unlimited stores of coal and iron, with an ardent desire to be able to pronounce the 'open sesame' which should expose her treasures to the world.

The foregoing is disinterested testimony given in 1866 before the present plans for opening and developing the regions referred to had been organized. The magic words which the author longed for the power to pronounce—the "open sesame" of the hidden treasures of the great Kanawha Valley—were spoken when Mr. C. P. Huntington and his associates, Messrs. A. A. Low, W. H. Aspinwall, Jonas G. Clarke and other far-seeing capitalists, assumed the control of the Chesapeake and Ohio Railroad and began to make real the vision of the Chesapeake Bay and the Ohio River united together by bands of iron, and the riches of the Kanawha, released from the confinement of centuries, flowing out East and West in streams of solid wealth.

The certificate of incorporation of the Zanesville and Marietta Railroad Company has been filed in the office of the Secretary of State of Ohio. The termini of the road are the city of Zanesville and Marietta, and it will pass through the counties of Muskingum, Guernsey, Noble and Washington. Capital stock \$500,000.

The Leavenworth, Lawrence and Galveston Railroad Company has leased the Leavenworth and Lawrence branch of the Kansas Pacific road, and will commence running through trains from the Indian Territory to Leavenworth in February, as soon as the railroad bridge at Lawrence is completed.

A cable telegram received in Halifax (N. S.) recently announced that the Glasgow and Cape Breton Railway Company had decided to extend their railway to Louisbourg, and that the shareholders had doubled the amount of the original capital, increasing it to £200,000 stg.

Railroads in Nova Scotia.

The indications are that before many years pass away Nova Scotia will be threaded with railroads from one end to the other. In addition to the lines now in operation from Annapolis to Halifax, and from Halifax to Pictou, and now in course of construction from the New Brunswick and Nova Scotia boundary line to Truro, quite a number of other lines are projected in various directions. A line is to be constructed between Annapolis and Yarmouth, between Annapolis and Liverpool, between New Glasgow and the Strait of Canso, between the Strait of Canso and Louisbourg, between the Strait of Canso and some more northerly point in Cape Breton, and between Sydney and Louisbourg. Lines between other important points in Nova Scotia at present without railroad facilities will also no doubt ere long be felt a necessity which must be provided for.—*St. John News.*

At the recent annual meeting of the Worcester and Nashua Railroad company the following gentlemen were elected directors for the ensuing year: Francis H. Kinnicut, Stephen Salisbury, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, Alex. H. Bullock, Calvin B. Hill and J. E. Smith. At a subsequent meeting of the directors Mr. F. H. Kinnicut was re-elected president and Mr. T. W. Hammond, clerk and treasurer.

The following gentlemen have been elected directors of the Philadelphia and Trenton Railroad Company: J. Edgar Thomson, Josiah Bacon, Washington Butcher, Jos. B. Myers, John M. Kennedy, Edward C. Knight, Saml. T. Bodine, Thomas A. Scott, H. J. Lombart, Edmund Smith, George B. Roberts and Geo. M. Dorrance.

The Albany Times says that a contract has been made with a German syndicate through the banking house of Messrs. Seligman, in New York, for a loan of thirty millions of dollars to a company organized to build a railroad from New York to Buffalo via Albany. Active operations are to be commenced in the spring.

Mr. M. J. Becker, of Steubenville, Ind., Chief Engineer of the Pittsburgh, Cincinnati and St. Louis Railroad, has been elected Chief Engineer of the Holliday's Cove Railroad. He will at once set to work with a new corps of assistants to survey the route from Holliday's Cove to Wheeling.

The directors of the Chesapeake and Ohio Railroad Company have awarded to Brannan and Haggarty, of Baltimore, the contract for the execution of the Church Hill Tunnel at Richmond, Virginia, by which that railroad is to enter the city, and make a landing on James river.

Holders of Pennsylvania Registered War Loan to the amount of \$5000 and under are notified that interest on their loan will cease on May 1st, 1872, and that said loan, with accrued interest, will be redeemed forthwith on presentation at the Farmers and Mechanics' National Bank, Philadelphia.

The Spartanburg and Union Railroad is to be sold at Unionville, South Carolina, on the first Monday of February inst., under decree of Court.

The Pittsburgh and Boston Mining company have declared a special dividend of \$5 per share from the sale of the Lake Superior property, payable Feb. 1.

Commerce of the United States.

The *New York Journal of Commerce* has compiled a statement of the total imports and exports of all the ports of the United States for the last two fiscal years, ending June 30th. Both the imports and exports are given in gold values—the imports as entered at the Custom House at their foreign gold cost, and the exports, when cleared at their currency price, reduced to their gold value by allowing the average monthly premium on gold at the port of New York. It is not a little singular to note the remarkable agreement between the outward and inward movement for the last fiscal year. The difference between the imports and exports is only about ten thousand dollars in a total of over five hundred and forty-one millions.

Imports from foreign ports at all the ports of the United States for the fiscal year:

	1870.	1871.
Dutiable merchandise..	\$415,817,537	\$483,641,966
Free goods.....	20,159,964	35,951,784
Gold and silver.....	26,400,086	21,900,024

Total imports.....\$462,377,587 \$541,493,774

Exports from the United States to foreign ports, reduced to their gold value:

	1870.	1871.
Domestic produce and merchandise.....	\$376,651,156	\$428,539,017
Foreign do.....	16,155,295	14,421,270
Specie and bullion....	58,155,966	98,543,885

Total exports.....\$450,962,417 \$541,504,172

DESIRABLE HOME SECURITIES.

THE FIRST MORTGAGE 7 PER CENT. GOLD BONDS OF THE WALLKILL VALLEY RAILWAY COMPANY

Are offered for sale at 90 and accrued interest, in currency,

BY
MEAD & CLARK,
FINANCIAL AGENTS,
NO. 141 BROADWAY,
AND
ERASTUS F. MEAD,
BANKER,
CORNER, 25TH-ST. AND 3D-AV.

By exchanging United States Bonds for the Bonds of the WALLKILL VALLEY RAILWAY COMPANY, you increase your income over 40 per cent., and your principal about 25 per cent. and get a security EQUALLY SAFE.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW
RAILWAY COMPANY, No. 80 BROADWAY,
NEW YORK, Jan. 30, 1872.

THE COUPONS FALLING DUE 1ST FEB-
ruary on First Mortgage Bonds of this Company,
(Western Division,) will be paid at the office of the Farm-
ers' Loan and Trust Company, No. 26 Exchange-place, on
and after that date, less Government tax.

JAMES F. SECOR,
President pro tem.

OFFICE OF THE
ILLINOIS CENTRAL RAILROAD COMPANY,
NEW YORK, Jan. 3, 1872.

A DIVIDEND OF FIVE PER CENT., free
of Government tax, has been declared by the Board
of Directors of this Company, payable on the 1st day of
February next, to the holders of full-paid shares registered
at the close of the 13th day of January instant, after which
and until the 7th day of February next, the transfer-books
will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

HOME Insurance Company.

OF NEW YORK,
OFFICE 135 BROADWAY.

Cash Capital - - - \$2,500,000 00

Assets Jan. 1, 1872 - 4,672,043 50

Liabilities - - - 524,021 52

ABSTRACT OF THE
Thirty-seventh Semi-Annual Statement,
Showing the Assets of the Company on the 1st day
of January, 1872.

Cash, in Banks and Trust Com- panies.....	\$482,327 62
Bonds and Mortgages, being first lien on real estate worth \$4,759- 600.....	1,850,849 57
Loans on Stocks, payable on demand (market value of securities, \$141,- 462).....	110,500 00
United States Stocks, (market value).....	1,669,357 50
State Bonds (market value).....	60,100 00
Interest due on 1st January, 1872..	52,737 39
Balance in hand of agent.....	247,882 75
Bills receivable.....	25,502 03
Other property, miscellaneous items	106,423 82
Premiums due and uncollected on Policies issued at this office.....	20,318 60
Salvage.....	46,044 81

Total.....\$4,672,043 50

CHARLES J. MARTIN, President.

J. H. WASHBURN, Secretary.

Philadelphia Car Works.

J. G. BRILL & SON,
MANUFACTURERS OF
Street and Narrow Gauge
CARS

OF EVERY DESCRIPTION.
Castings, Wrought Irons, and all Material
Necessary for Car Building.
Cars Built in Sections for Shipment.
Thirty-first and Chestnut Streets.
PHILADELPHIA.

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,600 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.

RAILROAD IRON.

300 Tons 56 lb. English Rails, slightly rusted by Salt
Water, for sale by

W. H. PETIT,
72 Wall St., N. Y.

RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhym-
ney Company, in store for sale by

PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Danville Iron Works, DANVILLE, PENN.

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35
lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and
16 lbs., suitable for Narrow Gauge Railroads, Collieries,
Furnaces, Mills, &c.

GILEAD A. SMITH & CO.,
New York Office,
62 Broadway.



TRADE MARK.

Highest Premium awarded by American Institute Fair,
1871.

CAUTION.—Purchasers of Prince's Me-
tallie Paint are requested to buy in original
packages, and see that each package has our trade mark
and name on the side, as Mineral and other worthless
paints are thrust upon the public on the merit and often
in the name of PRINCE'S METALLIC PAINT. For sale
by the trade generally and PRINCE & BASS, Manuf's,
96 Cedar street, N. Y.

RAILROAD IRON.

1,000 tons LLYNVI VALE.

1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in yard and for sale
by

DANAS & LITCHFIELD,
49t
18 William street

HEYERDAHL, SCHÖNBERG & CO.
31 Pine Street,
NEW-YORK.

10 CORNHILL, E. C.
LONDON.

STEEL & IRON RAILS

Sole Agents in the United States for

SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED

VOSE, DINSMORE & CO.,

National Spring Works,
MANUFACTURERS OF

VOLUTE
RUBBER CENTER SPIRAL,
Compound Spiral,
INDIA RUBBER,
DINSMORE SPIRAL

AND OTHER

Railway Car Springs,
No. 1 Barclay Street,

NEW YORK.
238 MICHIGAN AV., CHICAGO.
713 North Second St., St. Louis.



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.

CAMP'S IMPROVED DUMPING CAR.

RIGHTS FOR SALE BY

A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS,

N. H. CAMP.

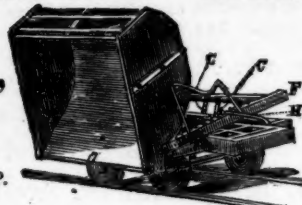
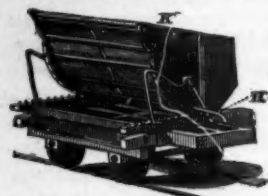


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

ENGLISH AND SCOTCH FIRE BRICK

In Store and to Arrive
**AT NEW YORK, BOSTON AND
PHILADELPHIA.**

S. L. MERCHANT & Co.,

**76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,**

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, Siding Courses.

Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)

For sale by

**WM. BAILEY LANG & CO.,
54 Cliff Street,
NEW YORK.**

YORK CAR WORKS.

ESTABLISHED IN 1852.

**Billmeyer & Smalls,
YORK, PENN.**

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

Atherton & Coles,

**STATIONERS, PRINTERS,
LITHOGRAPHERS**

AND

Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANKERS' STATIONERY and PRINTING.

**16 Maiden Lane,
NEW YORK.**

PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILL.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 30, steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, and connecting at Panama with steamer ALASKA, Capt. Maury, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Jan. 27.

Steamer CHINA will leave San Francisco, Feb. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

**EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.**

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

TRAUTWINE'S CIVIL ENGINEER'S POCKET-BOOK.

THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

The well-known ability of the Author, and his wide-spread reputation as a Civil Engineer, is a sufficient guarantee of the completeness of the work, and renders further recommendation unnecessary.

Bound in Morocco, Tucks, Gilt Edges. Price, \$5.

For sale by Booksellers generally.

**CLAXTON, REMSEN & HAFELFINGER,
819 and 821 Market-st.,
PHILADELPHIA.**